DOT SECRETARY VOLPE: An Exclusive Interview p. 14

April 21, 1969

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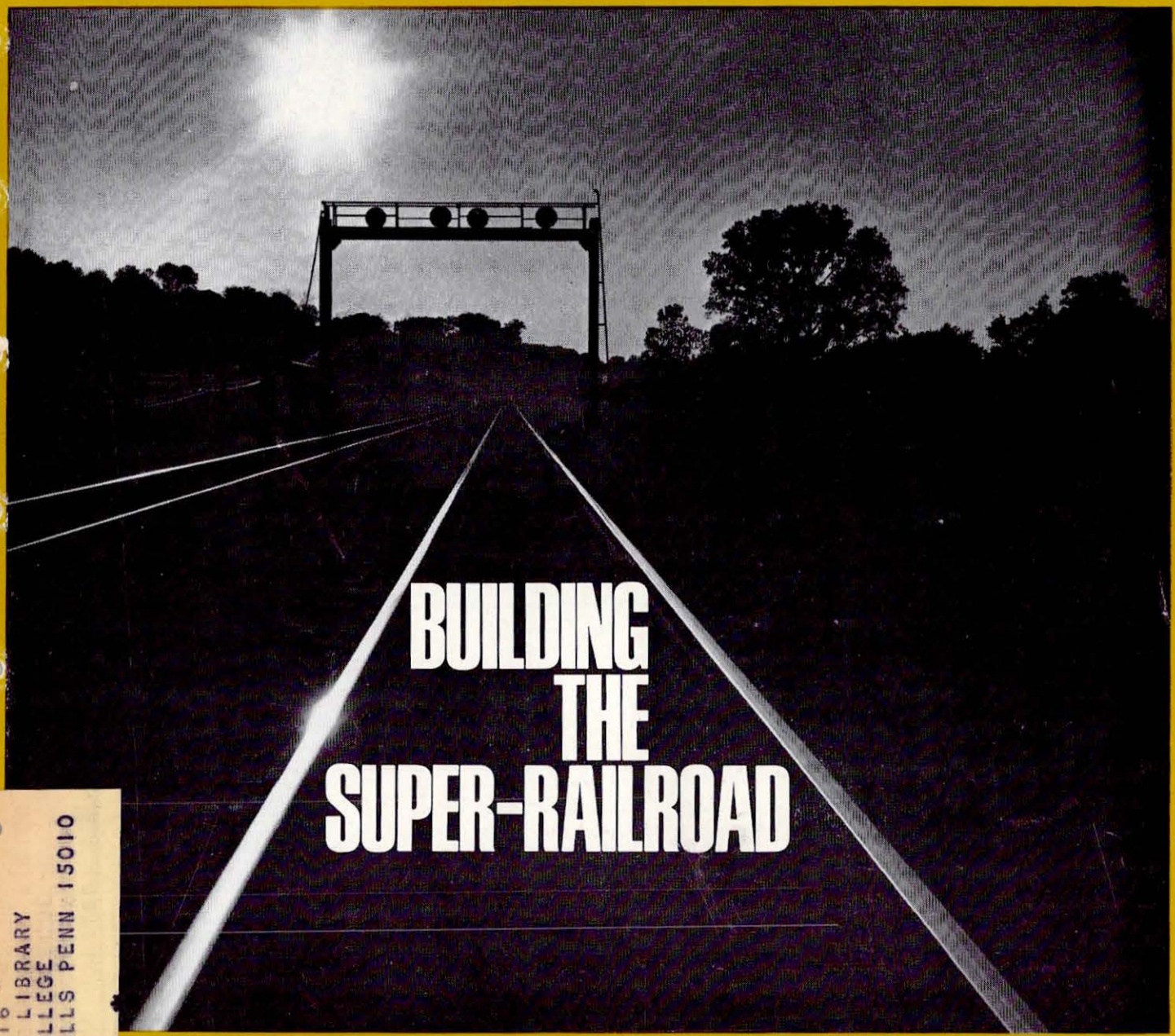

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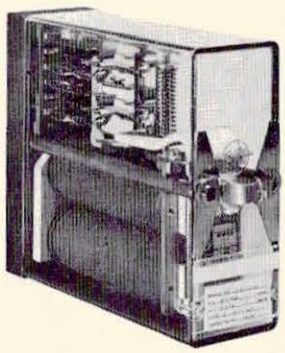

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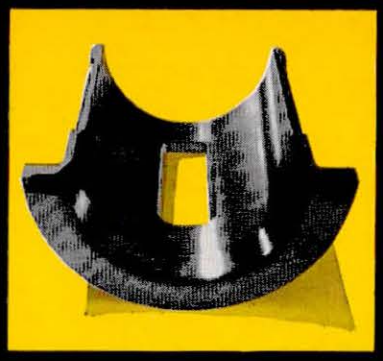

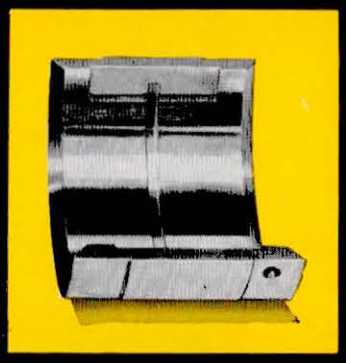

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### . . . AND COMING NEXT WEEK

Are there enough freight cars? A special report in the April 28 issue addresses itself to this question. Among the factors to be considered will be the ability of railroads to finance, and the carbuilders to produce, the equipment that should be on the rails to assure adequate railroad participation in the burgeoning freight transportation market. Like all Freight Traffic Issues, this one will go to 10,000 industrial traffic managers in addition to our regular subscription list.

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# SHORT AND SIGNIFICANT

**Canadian freight rates are going up**

Non-carload railway freight rates in all parts of Canada west of Quebec City will rise by 3% to 10% May 1. Highway freight rates through Ontario border points will rise by 1% to 10% on May 19. These non-carload adjustments represent the first general revision since Sept. 1, 1967. The increased tariffs were filed in two schedules, the first applying to shipments to and from the west originating or ending within the area from Quebec City to the Lakehead, the second applying to all shipments from the Lakehead to the West Coast. In the first schedule, single-piece shipments of 26-100 lb will bear increases not exceeding 60 cents; 100-499 lb will remain unchanged; 500-999 lb will bear a 3% increase, and shipments of 1,000 lb or more will bear a 5% increase. In the second schedule, shipments of 26-300 lb will bear a 10% increase, and shipments of 301-10,000 lb will be increased by 5% (in both cases, this is not to exceed the corresponding rate in the first schedule).

**MTA expanding Long Island electrification**

The New York Metropolitan Transportation Authority has placed $6 million in orders for equipment to extend and improve the Long Island Rail Road's electrified system as a step toward providing high-speed rail service between Huntington and NYC. Phase one of the program includes rebuilding 15 existing substations, adding 36 substations to the present territory, and installation of 11 substations between Mineola and Huntington. Also being planned in phase one, but as a separate project, is extension of electrification to Pinelawn and Northport, which will permit high-speed rail service between the recently acquired Republic Airport and the city. This second project will cost an estimated $14 million.

**Will uniform reporting help reduce accidents?**

The Transportation Department needs a central system to coordinate the reporting of accidents involving hazardous materials, the National Transportation Safety Board said last week. Such a clearing house would sift carrier reports to DOT agencies, and it would aid remedial decisions about changing containers, enforcing shipper and carrier compliance with requirements, or rewriting hazardous classifications and handling rules. Though such decisions hinge on study of data from all modes, "lack of consistency of uniformity of data collection . . . and of cross modal compilation or exchange of pertinent information hampers such determinations at this time," NTSB said. The board also recommended that: (1) the term "hazardous materials incident" be defined in rules for all modes, and "hazardous materials accident" be given a standard definition to replace separate modal meanings; (2) a uniform cross-modal reporting form be developed for data processing; and (3) the DOT hazardous materials regulations board expedite action to make existing federal rules uniform.

**Examiner asks higher tank-car allowances**

An Interstate Commerce Commission examiner last week recommended that railroads be ordered to raise the new multi-level allowances they had proposed for their use of privately owned tank cars. Rails had requested a six-level allowance structure set up according to value groupings—the older the car, the less a railroad would pay. The recommendation is for raises of 2 to 3 cents a mile for each grouping. The examiner also turned down an equalization rule that would balance empty and loaded car miles for assessment on the excess of empty miles.

**BART: Out of the woods and on to the finish**

The California Legislature has passed and Gov. Ronald Reagan has signed a bill to raise $145 million via a sales tax to complete the Bay Area Rapid Transit System. This was the vitally needed extra money that BART officials have been searching for over the past year, since it was discovered that the original bond issue was insufficient. As a corollary of the new bill's passing, BART can now float the bonds to buy rolling stock.

# MONDAY MORNING REPORT

## DOT: FIGURES TELL THE STORY

The day after President Nixon sent his budget proposals to Capitol Hill last week there was a special press briefing on what the new budget would hold for the Transportation Department. It was one of those times when figures seemed to tell their own story.

### A GENERAL REDUCTION

Following Mr. Nixon's desire for a surplus, there was announcement of an over-all cutback in the transportation budget proposed by Lyndon Johnson. The new Administration is seeking authority for 2.3% less money in fiscal 1970 than the previous Administration had asked for. However, that would still amount to a 4.6% increase over fiscal 1969. And that comes out to a total DOT authorization for $7.8 billion. The over-all reduction would mean that every DOT office would get less than under the LBJ budget. No favorites were singled out to be spared. But they all would get more than they got in fiscal 1969. To see how that works, take first the Federal Aviation Administration. It would be allowed 7.5% less than Mr. Johnson suggested. But it would still end up with nearly 27% more than in fiscal 1969. Total FAA authorization sought is $1.2 billion, or 15% of the entire DOT amount.

### HIGHWAYS LOSE NOTHING

Next, consider the Federal Highway Administration. It would get 0.9% less than LBJ proposed—and just 0.7% more than in 1969. But that's deceptive, and not as bad as it looks at first. What was cut was $55.5 million for highway beautification. Much of what was marked for beautification in 1969 wasn't spent, anyway. DOT would still get an FHA authorization for $5.8 billion, which is 75% of the total.

### FRA BARELY BREAKS EVEN

Then there's the Federal Railroad Administration. What the Nixon budget proposes is authorization for 13% less than in the Johnson budget, and almost 9% more than for 1969. The total authorization would be for $20.3 million. Of that, $14 million would go for high-speed ground transport research and demonstration, compared with $13 million in fiscal 1969, and barely 0.3% of all DOT authorizations.

### UMTA GETS "ALL IT CAN USE"

Finally, there's the Urban Mass Transportation Administration. It would get 12% less than under the previous proposal, and 5% more than in fiscal 1969. What UMTA would lose is a $25-million boost for expansion of mass transport research, and technical studies. Of the total UMTA authorization requested, $39 million would go for research and demonstration. That's 50% more than in fiscal 1969 and "probably all that could be effectively used," DOT says. With that, UMTA would wind up with a total authorization for $177 million—or 2.3% of the entire transportation request.

RAILWAY AGE
THE TRANSPORTATION WEEKLY
April 21, 1969

# WEEK AT A GLANCE

## Signalmen's strike averted; shopcrafts begin talking tough

With little more than 12 hours remaining before a strike deadline, the nation's railroads and the Brotherhood of Railroad Signalmen patched up their wage dispute—thus removing the threat of a nation-wide walkout. The sticking point apparently was the BRS demand for skill inequity adjustments over and above what an emergency board had recommended. The carriers agreed to all of the board's recommendations, and proposed that the skill-differential issue be submitted to arbitration, but the union refused. Union spokesmen called the board proposals "wholly inadequate," carrier spokesmen charged that the BRS was "endangering the entire economy" of the country and that the union had "no supportable reason" for threatening to strike. For once, an Administration made its position clear. The government, said Labor Secretary George P. Shultz, "simply isn't going to tolerate a national railroad strike." Settlement came after 28 hours of talks at the Labor Department. But as the BRS dispute ended, the shopcraft unions went through the formality of a strike vote. Predictably, a strike was approved. But no date was set—and the shopcrafts have quite a way to go before procedures of the Railway Labor Act are exhausted.

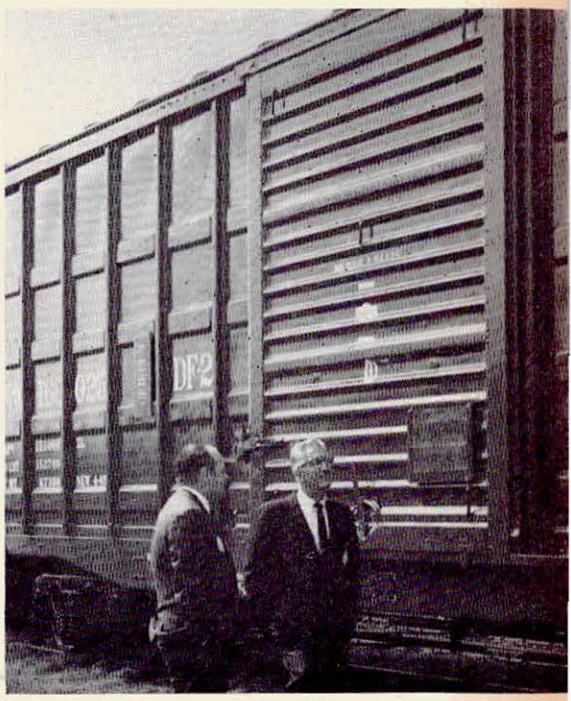
## The Mississippi starts its rampage; railroads ready

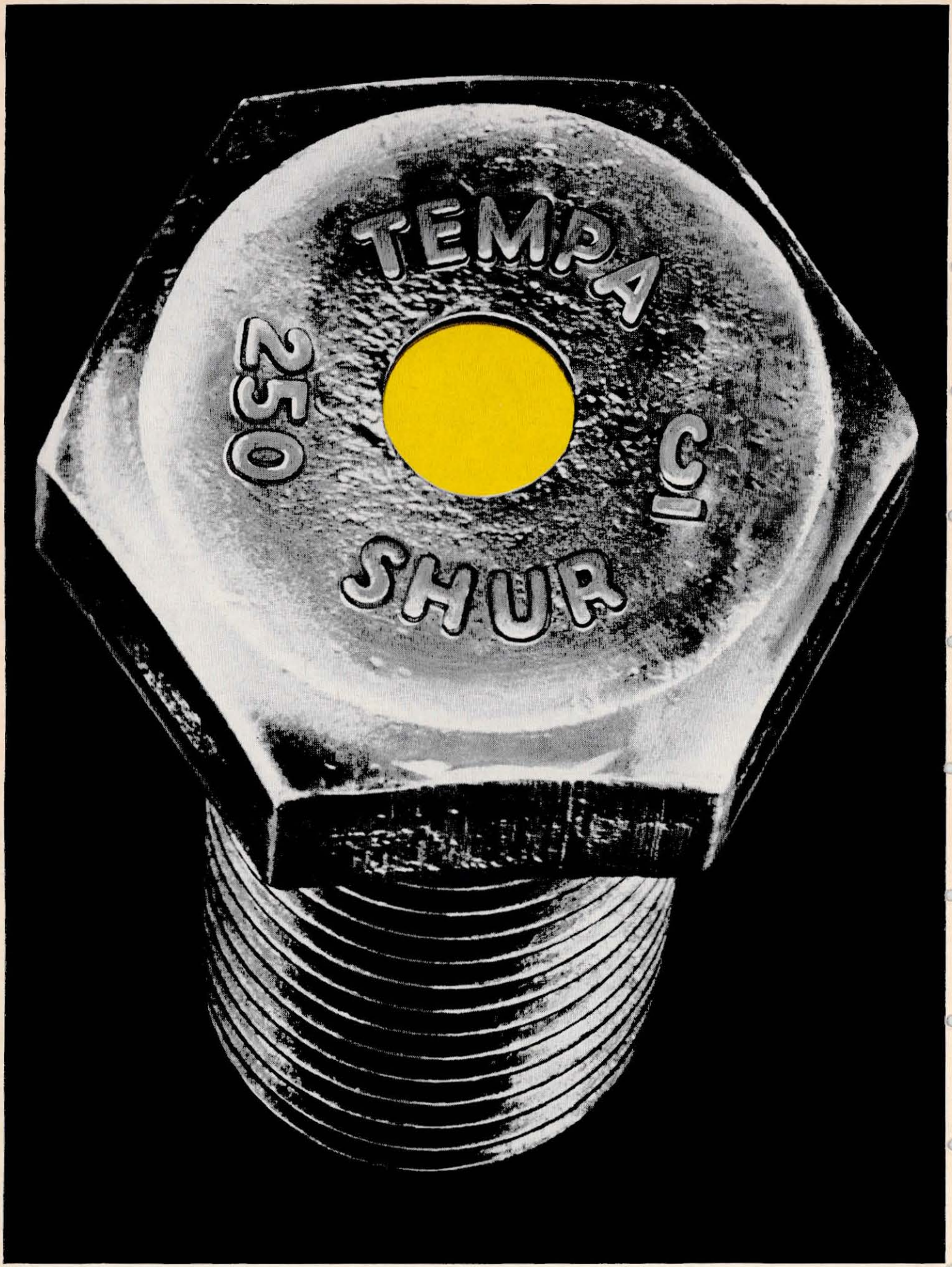
Right on schedule, the Mississippi River and its northern tributaries last week began ravaging the upper Midwest (RA, April 14, p. 13). Hardest hit appeared to be areas in North Dakota, Iowa and Minnesota. But this time railroads were forewarned and as well prepared for the flood waters as it was possible to be. There was some disruption of service—low-lying St. Paul Union Depot, for example, was out of business—but the flood preparations and the use of re-routing plans seemed to be working out well. The Mississippi crested April 15 at the Twin Cities, slightly below the record levels of 1965—while railroad men in downriver areas waited for the water's surge to come their way.

## North Western spends $30 million for 2,000 "cars of the future"

They're the "general purpose cars of the future" was the prediction of Larry S. Provo following a recent preview look at the first of 2,000 50½-ft, 70-ton "waffle side" box cars now being delivered posthaste to his railroad by Pullman-Standard's Michigan City (Ind.) and Bessemer (Ala.) carbuilding plants. The Chicago & North Western's president is also referring to them as his road's "golden freight cars" (whereas they are, in fact, red) because of the premium appeal he feels they will have with a host of shippers in the northwest territory.

The $30 million-plus order, which is scheduled to be completed by June 1, was the largest one placed for box cars by a single U.S. railroad in 1968 and the largest for box cars received by P-S in 10 years. Pullman-Standard's president, George L. Green, pictured (right) with Provo, viewing a string of "shippers" ready to depart from the Michigan City plant, had a somewhat golden forecast to make about the carbuilding industry's prospects for 1969. Speaking before a group of Michigan City's business and civic leaders gathered to honor Mr. Provo, the P-S president said: "This order, along with some other big ones already placed or about to be placed, could turn 1969 into about a 73,000-car production year."

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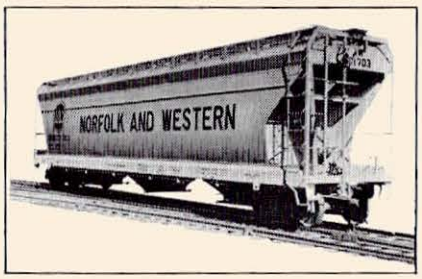


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GUS WELTY

# LINES ON LABOR

**THERE ARE MANY WAYS** to gain perspective as to what's going on in the railroad business. One way is to go out and talk with the people whose job it is to represent the men on the firing line—the trainmen, firemen, conductors, switchmen and so forth. It was this reporter's privilege, a few days ago, to stand before about 175 officers of the United Transportation Union and do two things: (1) Make a speech, on the topic of Railway Age's year-long series, Tomorrow's Railroads; and (2) answer whatever questions these UTU people might want to ask on railroads, today and tomorrow.

**LIKE MOST SPEECHES,** the formal presentation was so-so. The question-and-answer session was something else again. If the chairman of the meeting hadn't shut it off—in order to show a movie and adjourn reasonably on schedule—the Q&A might still be going on. Make no mistake: Those trainmen, firemen, conductors and switchmen are vitally interested in what's going on in their industry; they're interested—and concerned.

**IN THE OPEN MEETING,** the UTU people wanted to know about a number of things. They asked about the future of passenger service, of whatever kind . . . about the short-train vs the long-train concept . . . about technological improvement above-the-rail vs technological improvement from-the-rail-down . . . about the status of the fireman-on/fireman-off dispute . . . about employee morale, in the face of employment cutbacks and seemingly endless labor disputes. They wanted to know about the future of railroad mail transportation . . . about landbridge . . . about services such as "Super C."

**DESPITE ALL THE CONTROVERSY,** railroads still have loyalty on the part of their employees and their employee representatives. In private conversations, before and after the UTU meeting, union people confided their gripes and their protests. They also talked proudly about how their railroad was really doing a job of moving the freight. In particular, several union officers wanted to tell RA's representative about a thirst for knowledge—their own and that of the men, who would pick up a copy of Railway Age in a railroad reading room and go through it, page by page.

**RAILWAY AGE** is, of course, written and edited primarily for a management audience. But there's something significant in the fact that union people—officers and rank-and-file—hunger for the same kind of information.

# Suspense ends; IC, UTU settle crew dispute

It was perhaps inevitable that there would be, ultimately, a classic confrontation. The Brotherhood of Railroad Trainmen apparently wouldn't have it any other way, in its long battle to get out from under crew-consist reductions permitted as a result of arbitration in the work-rules case. For the BRT (now part of the United Transportation Union), Phase 1 was peaceful. Satisfactory agreements were negotiated with most eastern roads, in return for the union's dropping opposition to full-crew-law repeal. Phase 2 brought the first use of muscle. The BRT struck on a selective basis, government did not intervene. The so-called Jacksonville Agreement resulted—an agreement under which half of the abolished jobs would be restored and the other half negotiated. Eventually, the union also won most of the "other half," and the pattern was extended. Phase 3 brought more muscle into play—in the 101-day Belt Railway of Chicago strike, and the beginning of a strike against Louisville & Nashville. This time, an emergency board was convened, but its report accomplished little except to send the parties back to bargaining. L&N settled. Then, on Good Friday, Belt settled.

For the whole Phase 3 period, however, the union had also been sparring with Illinois Central. Trainmen could have walked off at the same time Belt was hit, but nothing happened. On the property and at highest levels, union and carrier people talked on and on. Crew-consist was a subject, but the talks were much broader than that, involving whole new concepts in carrier/union relationships. Interest was sparked. But in the end, the UTU proved itself not quite ready for a breakthrough. Pressure from below and from UTU people on other roads was blamed for what happened April 8—when IC was struck, without advance notice. Immediately, the parties went back into bargaining. IC also went to court for a restraining order, but the judge declined to provide the fast action the road needed. Since all requirements of the Railway Labor Act had been satisfied, there was no other avenue of approach. So the talks continued. And on April 13, IC and the union announced a settlement, on terms not noticeably different from those of Jacksonville. The eventual annual cost of settlement to IC: about $2 million.

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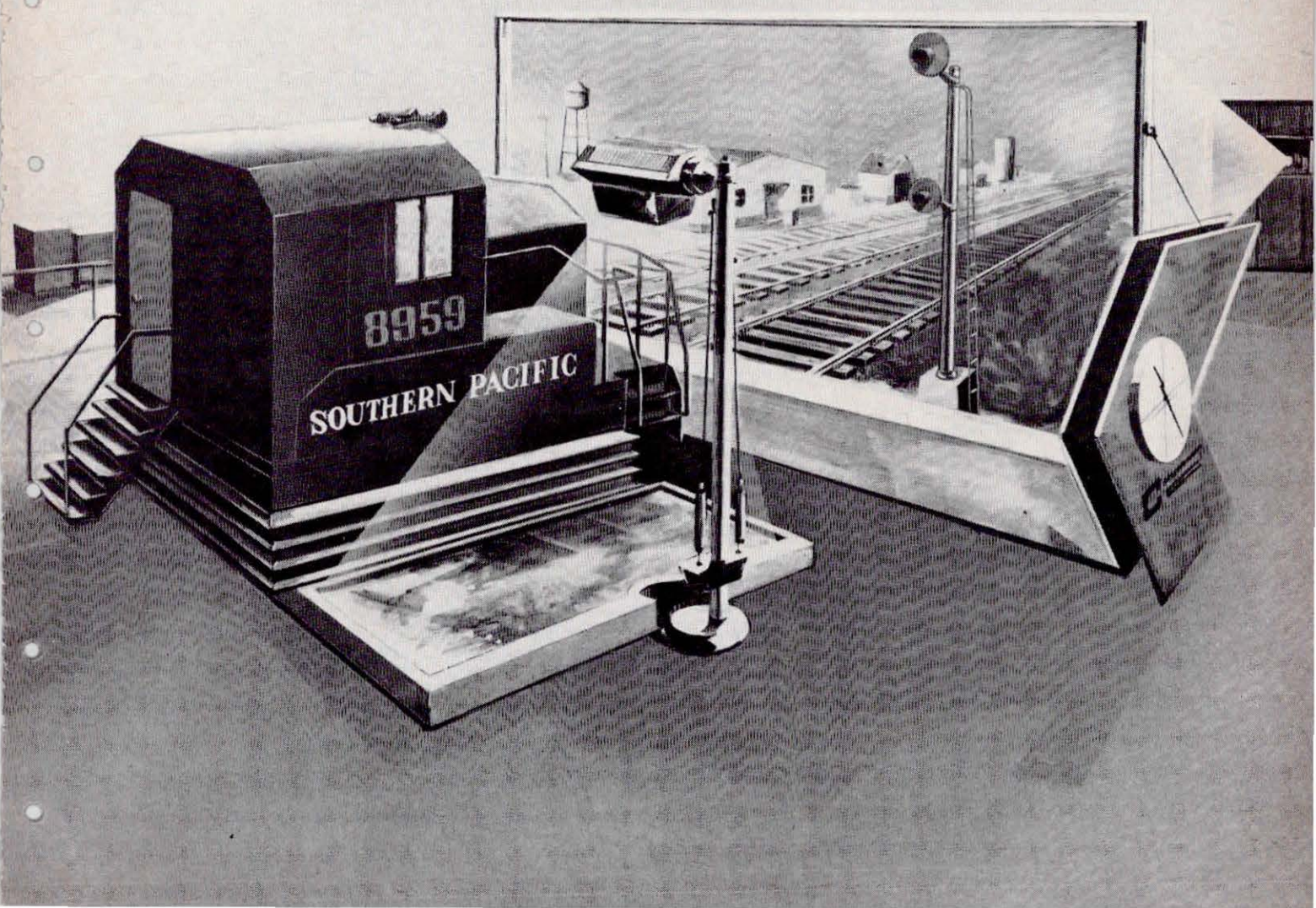


**DOT SECRETARY VOLPE** during interview with Railway Age aboard Turboliner. Volpe thinks there will be more trains like this one, but is less optimistic about long-haul passenger trains.

## JOHN VOLPE SEES

# "A great future for

*John A. Volpe has had much to say about highways, airports and urban mass transport since he left the Governor's mansion at Boston to become Secretary of Transportation. But he has said very little, publicly, about railroads. What does Secretary Volpe think about the future of conventional trains —both freight and passenger? What are his views on subsidies, user charges, common ownership? In an exclusive interview with Railway Age Publisher Robert G. Lewis and Editor Luther Miller, Mr. Volpe talked candidly about these and other transportation matters. The interview was taped in the dome car of Penn Central's Turboliner during that train's inaugural run between Boston and New York April 8.*

**Q. Secretary Volpe, where in your view does the passenger train fit into the future of American transportation? Will we be seeing more Turboliners and Metroliners?**

**A.** There's no question in my mind that you will see either more Metroliners or Turbo liners or some form of rapid rail transportation in the years ahead. As a matter of fact, it's a must. I don't see how we're possibly going to keep up with both the desire of the American people to move a great deal more than they used to as well as keep up with the population increase and economic growth. So I think we've got to improve all forms of transportation to bring about even a semblance of meeting the needs.

**Q. Do you foresee any revival of the long-distance passenger train?**

**A.** I don't think I've been on the job long enough to be able to predict that. If I were to make a snap judgment—and I don't usually—I don't know that it has a great future as of the moment. There could be some technological breakthroughs, however, that could make it possible to see a continuation of them, maybe even an expansion of the long-haul passenger service. Right now, however, based on what I've seen so far, I don't have any really encouraging words I could say about them although technology is doing a great many things, as you know. In space, 10 years ago we just didn't have an idea we'd be able to do what Frank Borman's crew did last December.

**Q. Have you had a chance to examine the AAR's passenger-subsidy proposal—and if so, what do you think of it?**

**A.** It would be my hope that trains such as this one [the Turboliner] will be able to operate without subsidy as far as the operational cost itself is concerned. I believe it's quite possible you may have to have some form of subsidy at some level of government or combination of levels, local, state and federal, insofar perhaps as equipment and terminal facilities are concerned or costs that the railroads incur so that they would be operating at least at the break-even point. In short, while I don't agree entirely with the proposal as they have drafted it, I believe in the concept that we've just got to maintain some intercity and expand intercity rail travel.

**Q. Railroads, as you know, carry 57 ton-miles of freight for every passenger mile they account for; and railroads are still hauling 42% of all intercity ton-miles of freight. Do you think the railroads' role as freight carriers will diminish in the near future?**

**A.** I don't believe it will diminish. As a matter of fact if railroads do the real sales job which I think they're capable of doing and they're aggressive and they start to adopt more and more of the modern techniques that some of the railroads are doing—I think they're going to get not only their share but a very goodly share of the volume of freight that will be transported in this country. I know they have competition from trucks, they have competition from barges, from pipelines, etc. But there are many forms of rail transportation—for example,

# railroads—if . . ."

not only the piggyback operation as you know it but this possibility of having a car drive aboard a train, and have a passenger then leave his car and go to a dining car or a lounge car and have his car when he arrives in Florida or wherever he's going. I think that has great possibilities—the fact that the automoble industry itself is using the railroads and hauling 1,800 cars with one movement instead of only six cars as they were handling on a truck trailer is an indication that railroad transportation does have a great future.

**Q. What are your views on the railroad industry's effort to win greater pricing freedom—for example, minimum-rate deregulation?**

A. I certainly haven't got into the details of that as yet. But I can say this—although there are some things that the government has to do by way of regulation, setting criteria for safety, for example, I believe that to the degree that we can allow private industry to operate without excessive restraints from government, to that degree will we be able to reduce the cost of operation. The more restraints we place upon an industry, the more it's apt to increase the cost of the end product to the consumer. But in some areas, such as safety—let me tell you, I come from an industry, construction, where I preached for a long time, "Look, boys, unless we do a better job in safety than we've been doing, the government is going to tell us how to do this job." And it finally came to pass that government has come in to some degree; it may come in to a greater degree, although I'm proud to say that the construction industry has been taking more and more steps that indicate that they realize they've got a job to do themselves or somebody else will do it for them. Now in the railroad safety field, frankly I'm quite concerned. I held a briefing in my office only last week on this very subject, trying to get together in my own mind the various facets of industry and government and labor that are involved in railroad safety. I think the railroads are going to have to do a better job in this field than they've done in the past. Either they'll do it themselves, or Congress or the Secretary of Transportation is going to ask that it be done at the governmental level. It may be a combination of the two, also. Some railroads are doing a good job by way of safety, others are not. Some regulations in this area may be called for, provided they don't get to a point where they become absurd, where they become so expensive that the end product is much more costly to the consumer.

**"If railroads do the job which I think they're capable of doing . . . I think they're going to get not only their share but a very goodly share of the volume of freight that will be transported in this country."**

**Q. Fears have been expressed recently by both railroad executives and by government officials that the railroads may be headed for government ownership. Do you think nationalization might be desirable? If not, what role do you think the federal government, and your Department in particular, can play in helping to forestall this?**

A. For one, I hope we never have nationalization of railroads. I would hope very much that we can avoid this. I personally don't believe that government ought to be operating things that can be operated by private industry. There's no question in my mnd that railroads can be operated privately just as well if not better, and I think perhaps better, than government can operate them, generally speaking because of the bureaucracy in government—and I understand the railroads have some bureaucracy themselves—but overall the bureaucracy in government would generally tend to make it more costly. I believe that with some help and a great deal of cooperation between industry, labor and government—and after all you've got to remember that it was only two years ago that we established a Federal Railroad Administration—which for the first time provided a vehicle other than the ICC which is really a regulatory agency involving rates and rules and so forth—that they could go to try to work out their problems. I can assure you they'll have a sympathetic ear. At the Department of Transportation we've been able to get Reg Whitman as our Federal Railroad Administrator, certainly not a newcomer to railroading, a guy who's been in the business for almost 40 years and started as a Morse Code operator. He certainly ought to know the business—the practical side of it. Now with the imaginaton, the research-oriented people we have in our organization together with Reg Whitman who knows the practical side of it, we will be working very closely with the railroad industry in an effort to make this industry not only one that provides some real service—both by way of freight and passenger—but also a profitable industry. Because if it isn't a profitable industry it isn't going to last very long.

**Q. Railroads contend that one of their basic problems is undue government favoritism toward their competitors; and the railroads have campaigned for compensatory user charges to be assessed against those who use publicly provided facilities as highways, waterways, and airways. Every Administration in the last three decades, at least up to this one, has sup-**

**"The fact that the automobile industry itself is using the railroads and hauling 1800 cars with one movement instead of only six cars as they were handling on a truck trailer is an indication that railroad transportation does have a great future."**

**ported the principle of more adequate user charges, but without success in Congress. What are your views?**

**A.** I can talk about one in particular at the present time, and that is the airport/airways user charges proposed. Let me just say about highways that I think that over-all the highway user is paying his way. The tax increases that were put into effect when the Interstate Highway program was started certainly are paying for the biggest share of the highways, although city streets, in some cases, are still coming out of property taxes, but also your gasoline taxes within the state are taking care of a good portion of that. But as for airports and airways, we will be submitting through the Administration a package to the Congress, I hope within the next 10 days to two weeks, that will provide for user charges. Airlines are presently paying some user charges; general aviation is paying some. But they're certainly not paying what I believe and a great many other people believe is their fair share of the total. We're hopeful that this legislation will enable us to do two things: (1) Provide for repayment of certain public funds— which, in turn, moves us towards a fairer promotional policy, and (2), equally important, an opportunity to expand the airports so that we can have safer and more efficient operation.

**Q. Nearly everybody these days is talking about intermodal transportation as a desirable thing; but there is a differenence of opinion as to how best it can be achieved. Do you think the answer is common ownership? Or would you favor the joint-route, through-rate route?**

**A.** I can't say that I have the final answer to this one at all. I do know that I have within my shop men like Paul Cherington, who is internationally known as one of the foremost experts both in railroading and in aviation; as well as Charlie Baker who certainly is a tremendous guy both in water transportation and in railroading; Secor Browne from M.I.T., is certainly about as well versed in all of these operations as any man in the world. So I think I've got the brainpower in my shop to come up with some answers in these areas that will be good for the people as well as for the industries involved. I don't know whether joint ownership is the most desirable approach. Certainly it seems to me we ought to develop some kind of intermodal service that will permit us to transport those goods and those people as economically as possible, as safely as possible, and do it better than we're doing it today. How that final answer comes I don't know at this moment. Also I have an assistant secretary for urban systems and development, Mayor Braman of Seattle, one of the most successful mayors in intermodal systems that we have in the nation. I'm hopeful that through Dorm Braman we can get the Railroad Administrator, the Highway Administrator, the Aviation Administrator to work more closely together and try to solve some of these intermodal problems so that there won't be this continuous battle of one of the modes feeling the other is getting ahead—I think it's more a question of all of the modes doing the best job they know how with all of the research and technology and brainpower we can apply and I still don't think we will meet the needs of the American people 10 years from now if we apply all of our brains to it, and that's why I don't think anybody should be worried about "Well, gee, we'll lose a few passengers because they developed a fast train." Rather, I think it's a case of all of us getting our heads together, doing the best we can for each mode and there'll still be enough business around for everybody.

**Q. Mayor Braman's chief interest, of course, will be in the passenger field. Am I correct?**

**A.** Primarily I would say yes, because this is where your urban problems come to a head. Probably Charlie Baker and Paul Cherington and Secor Browne will be working in the freight area—as well as Reg Whitman, of course.

**Q. You have often stated your support of mass transit; and you have mentioned, as possible mass transit vehicles of the future, V/STOLS, steambuses, gravitrains, hydrofoils, and tracked air-cushion vehicles. How about conventional rail transit?**

**A.** When you say conventional train, I hope you don't mean the train of 50 years ago; you mean the train of tomorrow?

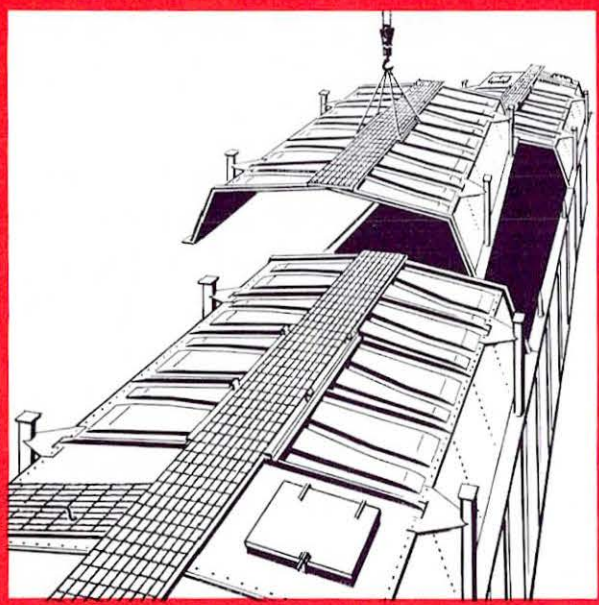
**Q. I mean the train of today.**

**A.** With the improvements in technology that are being made with either the Turboliner or the Metroliner or some improved form of conventional train—if we're going to provide subsidies to other modes of transportation, there's no reason we shouldn't consider subsidies to the rails as well. We want that service; and I believe we're not only going to want it, we're going to need it. As I said earlier, I'm hoping that the operational phase won't require subsidy, but that perhaps some of the other facets of the cost of operating, terminals, equipment and so forth, would perhaps have the subsidy.

**Q. But how about urban mass transit —rapid transit? Do you see any**

*(Continued on page 29)*

Gondola car built by Thrall Car Mfg., Co.



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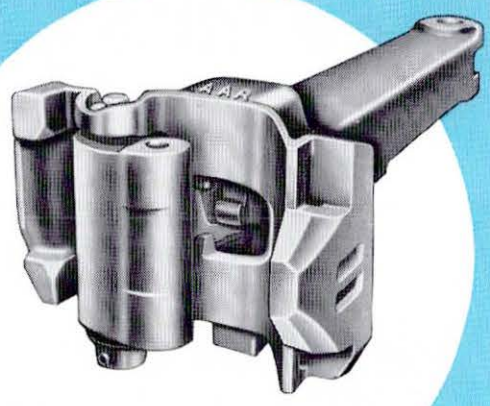

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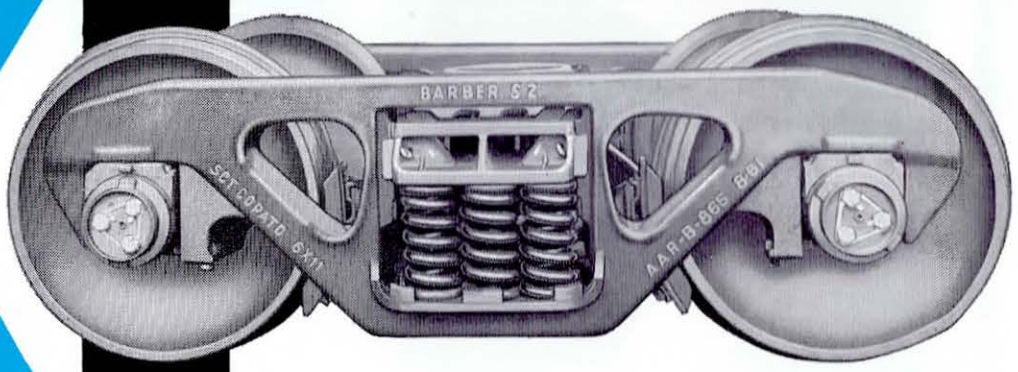


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RAILWAY AGE
THE TRANSPORTATION WEEKLY

# TOMORROW'S RAILROADS

## NO. 4
## THE FIXED PLANT

Continuing a 12-part exploration of what can and must be done to create the 21st century railroad . . . the 21st century transportation system

BY GUS WELTY

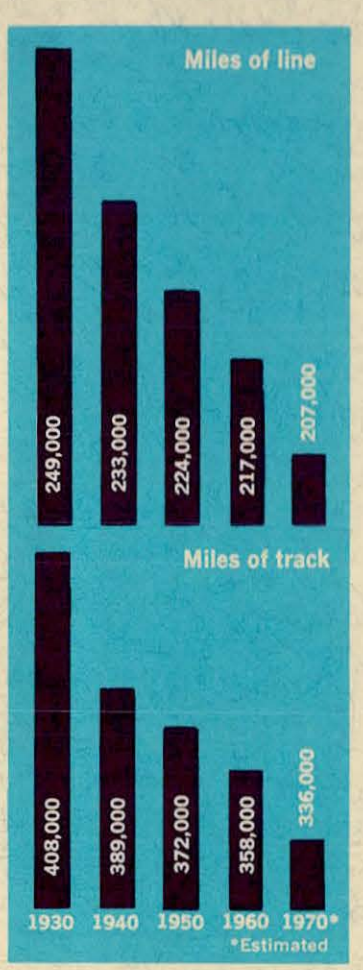
**In all of transportation,** only the railroad fights the competitive battles of the 20th century from a 19th-century base of operations.

In every form of transportation, vehicle speed and power and carrying capacity have gone up, steadily up. But double-bottom highway rigs don't have to contend with two-lane blacktop roads. Intercontinental jets aren't taking off from fields the World War I Jenny used. King-size barge tows don't ply the same tricky channels that made the old-time skippers curse.

● **Only the railroad** has managed to superimpose increases in vehicle speed, power and carrying capacity on a fixed plant which owes its basic location, design and construction to the 1800s. Some might call this, correctly, a tribute to the practicality of guided motion, the steel wheel on the steel rail and all that. But the mind boggles at the thought of the competitive muscle railroads could flex today, *if* plant improvement had been brought along parallel with vehicle improvement. More to the point, the mind gets badly twisted up at the thought of (1) trying to pile still greater speeds and loads atop the existing plant, or (2) trying to compete in tomorrow's transport universe without the capability for those greater speeds and loads.

A civil engineer sums it up: "Pressures are building up, almost irresistibly, to the point where important

**While the railway plant slims down . . .**




changes in track structure will have to be made."

The problem is partly mental and largely financial. It is technological only to the extent that mental and financial blocks have made it so.

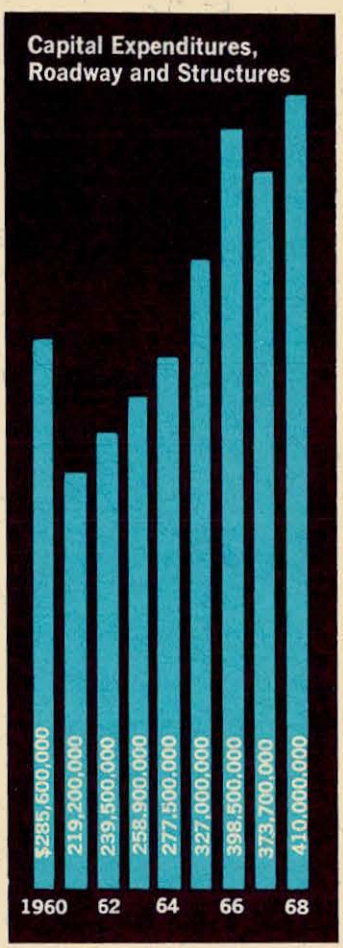
● **Training and experience** can be blamed for whatever blocks exist in attitude and outlook. Engineering is a precise thing. Engineers are taught that certain axioms are invariably true, that certain principles are immune to challenge. And the very nature of an engineering training, one top railroad officer theorizes, "may tend to solidify and polarize one's views on how to reach out for new solutions under a prescribed set of conditions. It may influence a man toward conformity with present methods rather than toward a more skeptical challenging of those methods."

● **Financial blocks** to plant improvement are even more difficult to cope with. If railroads are to be rebuilt to super-railroad standards, massive injections of capital will be required. This kind of money has not been available in the past. It is not available today. But it will have to be found, for tomorrow. At the same time, engineers are convinced that plant maintenance policies—stop-and-go policies that tie maintenance spending to revenue fluctuations—have proved bankrupt. Under such conditions, engineers contend, track cannot be kept up to required standards . . . maintenance money is wasted . . . management deprives itself of the opportunity to get better-maintained property at lower over-all cost through planning and execution of M/W work on a long-range basis that considers both current and future needs.

● **A look at the record** only serves to underscore the need for new ideas and new dollars, in large quantities. In the past two decades, neither capital spending nor plant maintenance expense has fluctuated markedly, in dollar terms. But the dollars are buying less. Railroads in the late 1960s are laying about half as much new rail each year as they did in the early '50s. Railroads now are renewing crossties at a rate little more than half that of the 1951-55 period. How about improvement spending? Continuous welded rail is now in place in only about 22,000 track miles, which figures out to about 10% of the aggregate length of roadway of all line-haul railways. Curve and grade improvement is even less noticeable. By one estimate, the original profile is still there on about 95% of the 100,000 miles of railroad over which the bulk of rail service is performed.

What improvement goals must be set? One veteran of the railroad wars puts in bluntly: "The principal single classification of expenditures required to close the technological gap on the railroads will be to reduce grades and curves on primary main lines to the standards required for the most economical running of trains of maximum tonnages and at maximum speeds in their respective classes of service."

**... improvement spending rises, but slowly**




● **There are alternatives** to this kind of program—but they appear to be limited. Development of new types of equipment—such as the multi-wheeled vehicle with individual wheel powering and suspension, noted in Tomorrow's Railroads No. 3, March 17/24, might permit improved operation over roadway built to less-than-super

standards. Development of the minitrain concept might ease the pressures to build for eternity in both equipment and plant. Still, the need for plant improvement is and will be both obvious and unavoidable.

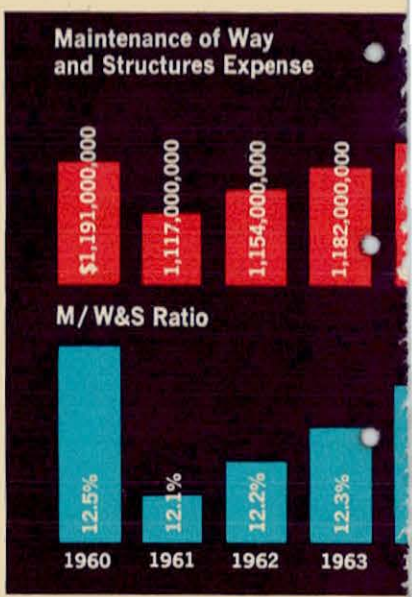
What criteria can be set? First, tomorrow's super-railroad structure must be designed for speed, for capacity and for speed-plus-capacity. Its signaling and other control systems must permit flexibility. It must be economical to maintain. And it must be adequately financed.

- **The key is financing.** The super-railroad will cost billions, just as the interstate system of super-highways is costing billions. Railroads alone cannot pay the price, today. Even assuming that the rail merger movement continues and that traffic will increasingly be concentrated on a network of primary lines, it's difficult to see how the required capital can be generated internally.

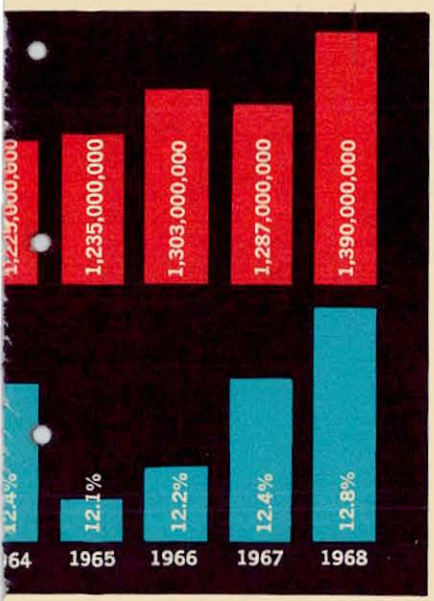
Some say that only the federal government, with its financing capabilities, can afford the required rebuilding job. Some ponder nationalization. Some propose, instead, a railroad/government partnership under which the plant would be sold to government and operated by privately-owned railroads on a lease-back arrangement.

- **Others think** a less drastic approach might work. They ponder the ways in which plant improvements in other forms of transportation are financed. They consider the prospects of a change in national policy which would permit the building not just of a national highway trust fund but of a national transportation-development trust fund. No such proposal has been clearly enunciated.

**Maintenance spending show**
**but the ratio moves hardly a**



a dollar increase—
all




But it may be coming, out of the economic facts of life as they exist. If a new railroad profile is to be etched across the country—with, for example, maximum 0.3% ruling grades on all heavy-density lines and maximum 0.5% grades on all other principal lines, excepting only mountain crossings—there may be no choice other than to form such an industry/government combine.

Placed beside the financing problems, the technological problems of building tomorrow's railroads look small. But a great amount of technological development still remains to be done—both in designing an improved running surface and in maintaining it.

In all probability, tomorrow's track structure will be much like today's—at first glance. There will be metallurgical improvements in rail, but the rail configuration will remain much the same. Track gauge will probably not be increased. The big difference will be in the supporting structure—which, one observer believes, "may be markedly different from what we have now. There is a strong prospect that researchers will come up with an acceptable structure that will not in any way resemble the present arrangement of wood crossties and crushed stone ballast."

● **Studies have been made**—rather quietly, up to this point. Various types of construction have been screened through computer programs. Service tests of the best prospects will begin this year, in a cooperative railroad/government project. Eight separate types of track-support structure will be built into a heavy-traffic, high-speed main line. Hopefully, tentative evaluations can be made

within about two years. Hopefully, tentative conclusions can be reached then—although each type of construction will be in track for only a short distance, and long-term track-settlement characteristics in different types of earth may be difficult to judge.

The objective is development of a more stable structure. It's taken for granted that such track will have a higher initial cost. But, as one sponsor of the test program notes, "there should be a trade-off between increased construction cost and lower maintenance cost."

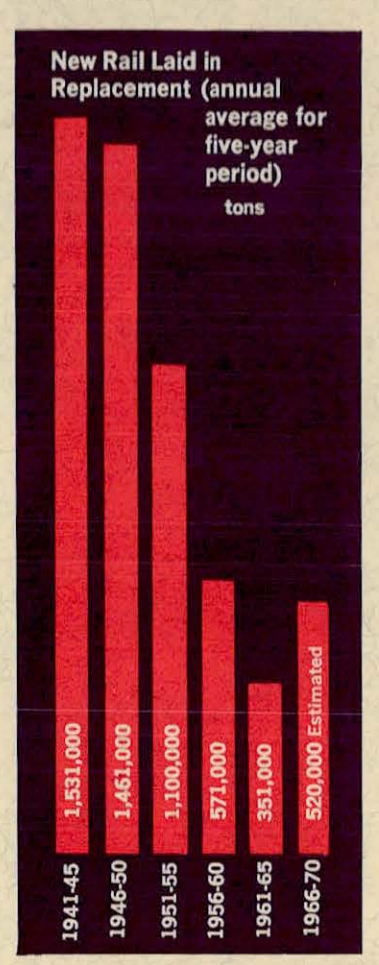
- **A similar trade-off**—leading to lower maintenance expense—should also come from development of improved track-maintenance equipment. The need, engineers believe, is two-fold—first, for track-evaluation equipment which will feed data to a computer and thus establish work-priorities; and then for maintenance machines which will do multiple jobs in one-pass operation.

Both the track-evaluation equipment and the multiple-use machines are available, here and in Europe. What's needed is the decision to commit the resources required for long-term, continuing programs.

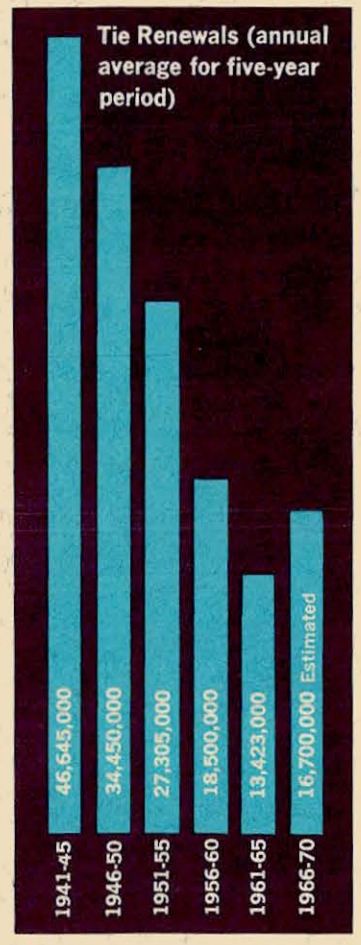
- **It's been said that M/W budgeting** covers five major categories: (1) Repairs and other improvements to be undertaken for safety reasons; (2) items required by governmental authorities; (3) items considered essential to meet competition; (4) projects which will cut operating costs; and (5) programs for a general upgrading of the property to make competition and not just to meet it.

By those terms, a budget becomes a statement of goals to be achieved. The unfortunate fact is, however, that not

**Rail replacement and tie renewals: A long**



decline, finally reversed?




enough roads can afford—or think they can afford—to go much beyond Points (1) and (2). And this is not the route to creation of a more capable and more competitive industry.

It was a railroad man who made this assessment of what must be done to turn today's railroads into tomorrow's:

● **"Recent annual average** rail and tie replacements are completely inadequate criteria for the future, especially with the heavier cars and faster trains taking their special toll of remaining potential service life . . . At the increasingly high speeds at which freight trains are now operating, the improved riding qualities of welded rail become an important factor of safety and of prevention of damage to freight and wear-and-tear on equipment. Jointed rail is now completely out-of-date for high-speed, heavy-density main track. Wherever it exists, the track is obsolete to that extent and another technological gap exists... When one observes the passage of a heavy, high-speed train running over even well-maintained track constructed to the highest specifications of material, the reference to track as 'the permanent way' appears a farce. Track flexes in a wave motion under the passage of heavy wheels supporting ponderous loads. After taking note of this condition and considering M/W expenditures and reflecting upon the use of concrete in highway construction, I have long believed that the most efficient and safest railroad track will be comprised of rails laid on concrete beams embedded in concrete slabs—with ties anchored to the slabs, with the rails resting on heavy tie

pads and tie plates and fastened to the ties by powerful clips."

● **Such construction** would be tremendously expensive—for new or for replacement track. But "many improvements and developments that are now economically impossible may well become the preferred and even essential practice on 'super-railroads.' "

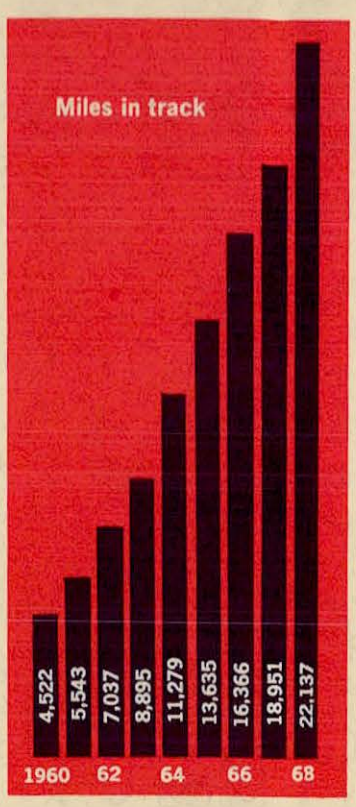
There are, in short, no simple solutions—no cheap solutions—to the problem of upgrading plant.

Perhaps the future—the far-off future—holds an exotic new form of surface transportation. Perhaps the track air-cushion vehicle will prove out, from both a technological and an economic standpoint. Perhaps something even more unconventional—some form of vacuum-tube principle—will be a 21st- or 22nd-century answer to the basic problem of moving people and goods safely and swiftly.

● **It seems reasonable** to expect, however, that the 21st century will dawn with something akin to today's railroad still on the premises. The advantages of guided motion and steel-on-steel have not been outworn or outmoded. The need is for improvement in basically sound principles—and for development of practicable means of financing this improvement.

Negatively, railroads would need this improvement if for no other reason than to stem the tide of derailments. Positively, they need it to meet tomorrow's traffic demands. It was an engineer who said it: "The needs are immediate. They demand immediate attention."

**Welded rail: One bright spot in right-of-way improvement**




**Coming May 19**
**Part 5:**

**OPERATIONS AND QUALITY. HOW RAILROADS CAN BEST OPERATE.**

# "WE CAN'T WAIT 10 YEARS TO SOLVE THIS PROBLEM"

*(Continued from page 16)*

**role in this country for the conventional subway trains, not yesterday's train but today's—as, for example, we are seeing it used today in Oslo, in Munich, in Frankfurt, in Milan, in Stockholm, in Rotterdam, in any number of European cities which seem to be doing all the building while we do all the talking?**

**A.** We're going to do more than talk about it. One of the things I've been concerned about is the scattergun approach insofar as our total research programs are concerned. Maybe all of these research programs are going to produce some results. But rather than scatter our fire in so many different areas, I would like to see a concentration of research effort that will bear fruit much more quickly than the research programs to date have borne fruit. I'd like to see them get off the drawing board and into the action stage. That's why, when we start to talk about some of these modes of transportation, that maybe 10 years from now may produce some results, I say, "Look, let's take care of today and tomorrow because the problem is here now—we can't wait 10 years to solve this problem." You and I know it should have been solved yesterday. I think you'll see some action. I'm hoping that within the next year we'll be able to come up with a National Transportation Policy that will indicate the directions that we should take, areas where we ought to spend most of our money in order to bring about the solving of the total transportation needs as distinguished from the railroad industry vs. the airline industry or the other modes.

**Q. In your Department, the Highway, the Aviation, the Railroad and the Urban Mass Transportation administrations have equal status; but the Railroad and the Urban Mass Transportation administrations seem to be last among equals, in terms of staff and budget. Do you think there is an imbalance here that needs to be corrected?**

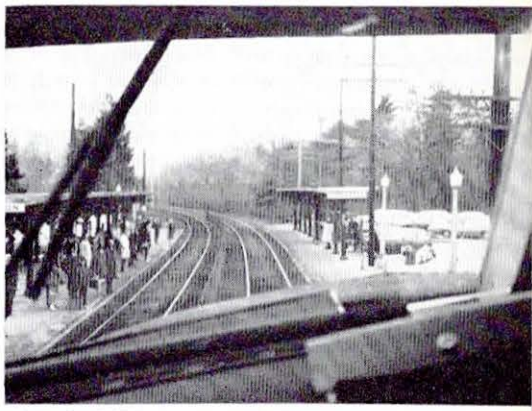
**A.** There's no question but what if you're going to get a job done you've got to correct the imbalance. You've got to remember, however, that the Federal Aviation Administration has been in business either as an agency or part of the Department for many, many years, and has developed from a small organization to a pretty substantial organization with 40,000 employees and almost a billion-dollar budget today; the Federal Highway Administration likewise has been in business for many, many years and they have of course a very good sized staff and budget. The Coast Guard is part of our Department also, with over 40,000 employees. Now, if we're going to really get a job done in the railroad field and in the mass transit field we've got to start to beef up these staffs and start to get the kind of work in this area that's been done in these other areas. Otherwise you're not providing much by way of incentive to get the job done.

**Q. Are the present demonstration-grant funds available to UMTA sufficient, in your view? Will you seek an increase in these funds?**

**A.** I don't think they're anywhere near sufficient. We're just scratching the surface and we may well have to come up with a trust fund approach in this area, as we will be recommending in the airport/airways program. The sure way to get a job done, in my opinion—and if somebody can come up with a better way, I'll be very happy to look at it, but so far nobody *has* come up with a better way—the surest way of getting a job done in its entirety, over a given course of years, is through the trust fund approach, where the Congress sets the goal, and says, "We believe that this will cost $20 billion. We are willing to put $2 billion a year into this for 10 years. The money will be provided on this basis or through these new taxes or through present taxes if the war in Vietnam should hopefully end shortly." Then you'd actually be able to get a job done. This piecemeal approach where Congress one year might appropriate $175 million or $250 million and the next year for whatever reasons, back to $100 million, isn't a very good way to insure getting the job done.

**Q. There is a bill presently in Congress that would create such a transit trust fund through the use of automobile excise taxes. Do you think this approach has merit?**

**A.** I can't say which particular present tax or new tax should be utilized in doing this job. That's a job the Ways and Means Committee in Congress, the Administration and our Department are going to have to work out, whether it's from the automobile excise tax, which presently goes into the general fund, or through the cigarette tax or some other tax—I don't know what the final answer is. But we're going to have to develop that answer in the not too distant future.



**TURBOLINER,** on April 8 inaugural run, was clearly a crowd-pleaser. Secretary Volpe thinks such trains may require capital if not operating subsidies.

**Q. When do you expect a decision on locating the high-speed test track?**

**A.** I must candidly say that I don't think that the analysis that was made, the criteria used in selecting this site, was as well thought out as I would have thought it would have been. The fact is that I feel that—particularly because the Federal Highway Administration is also looking for a test site—that we might be able to combine one site for these two facilities and hopefully at some present government installation that either NASA has or the Department of Defense now has, where we won't have to go out and buy a site. Although some states have offered to give us a site, we still have to build facilities. Some of these Department of Defense sites have facilities on them that possibly could be utilized for the high-speed ground transportation test site as well as the highway test site. We don't want to duplicate facilities that already exist and we don't want to buy land if some other Department already has land. So we're taking a completely new look at this and hopefully within a couple of months will have some answers. ■

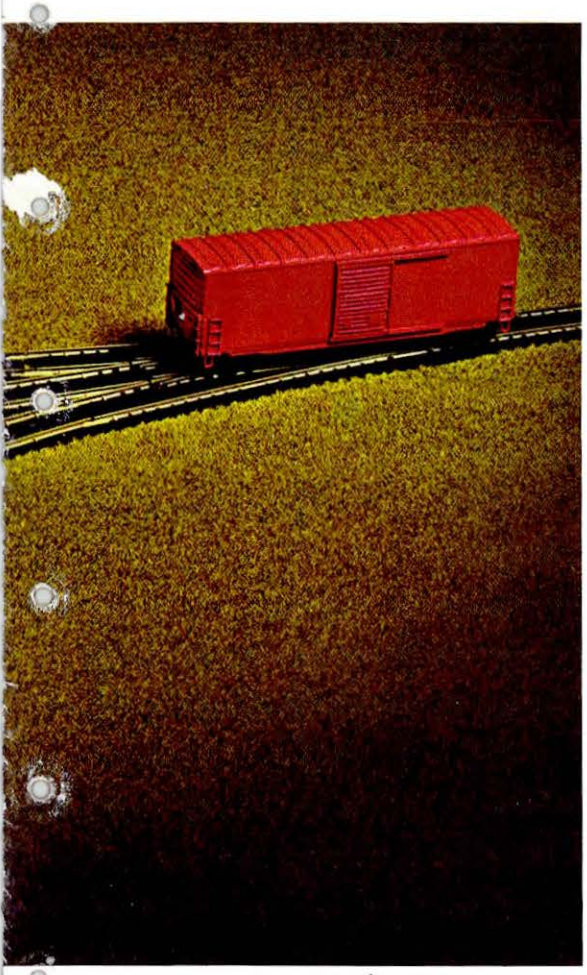
Illustrated above in blue: Pullman-Standard Foam Insulated Car; purple: PS 86′ Hy-Cube; orange: PS 60′ Auto Parts Car; green: PS Mini-Hycube; yellow: PS Waffle-Side Box Car.

RPI
RAILWAY PROGRESS INSTITUTE

# You can't do much to a box car.

# Except lengthen it, raise it, insulate it, cushion it, or give it waffle sides.

What you do to a box car determines what a box car can do.



Above: PS-1 40′ Box Car.

Since building the first standard box car, we've become the best choice for specialized box cars. Like Hy-Cubes, Mini-Hycubes, auto parts cars, foam-insulated box cars and cars with long travel cushioning.

And now we've got a model with "waffle" sides.

Single sheath car sides can be embossed with a "waffle" pattern, so that cross bar belt rails are recessed. This results in flush interiors, designed to protect lading from snagging and damage, while providing utmost efficiency in securing it.

When it comes to doing things with box cars, Pullman-Standard still does them best.

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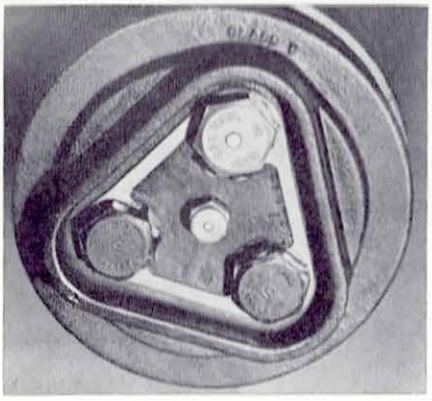
# NEW PRODUCTS REPORT



**Hotbox indicator** (RA-1)

A modified roller-bearing cap screw, the Tempa-Shur, simplifies locating overheated journals and eliminates the possibility of shopping the wrong car. It replaces one of the three screws used to retain standard freight-car roller bearings. With screw tip adjacent to the journal service, heat is rapidly conducted to the head where a luminous, colored non-metallic plug at the center melts if temperature exceeds 250 deg. *Standard Pressed Steel Co.*

**Refrigeration unit** (RA-2)

Standard with the Crown 500, said to be the largest capacity refrigeration unit in the transport industry, are the Thermic 5 refrigeration cycle for controlled atmosphere applications and the Thermoguard solid-state electronic thermostat and dual air-pressure defrost switch. The diesel engine of the "500," which utilizes frame of NWD unit, produces 32 hp at 2,200 rpm. Featured also are an 18-qt oil sump and a 40-amp alternator. *Thermo King Corp.*

**Car spotter** (RA-3)

Hydraulically retractable guide rail wheels give the modified Shuttle Wagon switch engine capability and enable it to travel on rails as well as over the road. The spotter can move up to three 50-ton freight cars or 10 empties, and can be used as a pick-up truck or snow plow. Optional is a fifth wheel for moving or shifting trailers. Optional also is pneumatic power for operating air tools, including jackhammers. *Shuttle Corp.*

**Industrial sweeper** (RA-4)

The battery-powered Starsweep Model 544-EE has a specially designed 4-hp traction motor and a 1-hp, 36-volt blower motor. Utilizing a 44-in. main broom and a 21-in. side broom, it can sweep up to 115,000 sq ft per hr in 54-in. swaths. Volumetric hopper capacity is 14 cu ft; self-loading capacity, 12.6 cu ft; and loads over 1,000 lb can be hydraulically dumped. With its hydraulic-mechanical drive, travel speed can be as high as 5 mph. *Wayne Mfg. Co.*

**Subscriber carrier** (RA-5)

The S6 subscriber carrier system provides six channels on one wire pair. Each of the six telephone channels, in one system, can be used for 1-, 2-, 4- or 5-party service, providing a total of 30 potential stations on a line. The central office power supply provides DC power to all repeaters and subscriber terminals through the wire pair. S6 repeaters can handle all six channels in both directions with up to 3 repeaters in tandem. *Anaconda Electronics Co.*

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# Penn Central proposes "mini-trains" for grain

**Rates for the new, fast service will be competitive with trucks.**

Penn Central has announced plans for increasing its service to the grain and feed industry.

Among the plans are "mini-trains" designed for short-haul grain traffic and hundreds of new high-capacity cars for expanding PC's present long-haul grain and feed service.

● **Same day service.** The "mini-train" concept, says Henry W. Large, PC executive vice president, has been designed specifically for gathering up to 1,000 tons of grain from rural elevators and delivering it the same day to grain processing centers.

Rates for this new service will be competitive with trucks, which now handle such short-haul movements, Large told the 73rd annual convention of the Grain and Feed Dealers National Association.

Under the "mini-train" concept a diesel pulling up to 10 empty 100-ton covered hopper cars could leave the processing plant in the morning and go up to 75 miles on any PC line the customer designated. As many as four deliveries of cars could be made at country elevators. The locomotive would wait at the last elevator for the last car or cars to be loaded, then pick up the other cars to be loaded, then pick up the other cars with their grain on the way back to the processing plant. The train, with minimum crew expense, would make the round trip in 12 hours.

● **Labor OK needed.** The "mini-trains" will be put into service as soon as PC can make labor agreements to permit the operation, Large said.

"Our ability to operate these trains depends on whether the railroad labor unions involved accept this idea and are willing to cooperate with us in making the contractual changes necessary to capture this business."

Indianapolis, Ind., and Toledo, Ohio, are under consideration as the first terminals to have the grain-gathering service. "We ran two successful test trains in the Indianapolis area last

*(Continued on page 37)*

LUTHER MILLER

# AS THE EDITOR SEES IT

**THOSE GREAT (?) AIR SHUTTLES—** Everybody who can read a newspaper ad knows how great those shuttle planes are between Washington and New York. No reservations needed: you're guaranteed a seat. No ticket required: you pay the stewardess in flight. Everybody knows all this. But those who regularly ride the shuttle also know that while you're guaranteed a seat, there's no guarantee you'll leave on time. (Section 3 of the 5 p.m. shuttle may not get off the ground until 5:45—and then it's likely to be a creaky turbo-prop, not the advertised Whisperjet.) While there is no advance ticketing, there's no coffee, milk or tea, either. The stewardesses are too busy rolling the cash cart down the aisle. And on the ground? The shuttle boarding areas, at rush hour, resemble nothing so much as a Mexican bus terminal on festival day.

**DISCOVERY NO. 1—** Smart air travelers are now making a great discovery: You don't *have* to use the shuttle. You can go to another airline, buy an old-fashioned ticket, leave on time (or as nearly so as any airline can manage), have an old-fashioned dram of whatever cheers en route, and arrive more or less according to timetable.

**DISCOVERY NO. 2—** The next important discovery by the shuttle trade may well be that they don't have to go to the airport at all. A new-fashioned train called the Metroliner now makes the same trip in 2 hours and 30 minutes, and under conditions of comfort and elegance undreamed of by Boeing.

**THE WAY TO GO—** On a recent morning, while the fingernail-biters were gathering at Newark Airport for the 7:30 shuttle, a smaller crowd at New York's Penn Station was filing aboard the 7:10 non-stop Metroliner to Washington. The train was barely across the Jersey Meadows when the steward, beaming with goodwill, brought breakfast: sizzling corned beef hash, a broiled tomato, croissant, Danish pastry, butter, marmalade, steaming coffee. At one peaceful point the engineer announced a cruising speed of 110 mph. Otherwise, the only sound that broke the pleasantest train ride in memory was soft music that seemed to come from everywhere. Into Washington's Union Station at 9:45—and the steward apologized for being five minutes late. The southbound 7:10 that day was running at only about 50% of capacity (though you have to fight for space on Metroliners later in the day). Last week Penn Central was preparing ads to tell the world about the non-stop 7:10. It is the firm conviction of one Metroliner addict that when word does get around, that 7:30 shuttle won't stand the chance of a snowball in Ghana.

# Conglomerates: How will they affect rail service?

What happens to a railroad, when it becomes part of a conglomerate? What happens to management, to service, to investments? Do railroads belong in conglomerates? Is the conglomerate a good thing?

At least one railroad chief executive, one financial analyst, one major shipper's top transportation officer and one member of the ICC wonder. They see possible benefits, but at the same time they're apprehensive—not quite sure that conglomerate-making will actually work out in the same beneficial terms as it's described.

One of the most thorough airings the subject has received came from a four-man panel assembled by the Minneapolis Traffic Club: The railroad man, Rock Island Chairman and President Jervis Langdon, Jr.; the analyst, Charles L. Bergmann, first vice president of Shearson, Hamill & Co. and head of the firm's railroad department; the shipper, Pillsbury's vice president-transportation/distribution, Robert E. Alexander; and the ICC member, Paul J. Tierney.

● **Good or bad?** It depends. If there was a consensus, it was this: If conglomerate status brings strength and added financial capability to a railroad, it can be a good thing—but the ultimate benefit to a railroad, to railroads generally and to railroad service generally depends upon the attitude conglomerate management takes toward its transportation property.

Rock Island's Langdon approached the question with reservations: "Is inclusion in a conglomerate good for railroads generally? I must confess some doubt."

There is, he noted, a certain legal problem which may be raised by a railroad's sharing a corporate home with other subsidiaries which are heavy users of rail service. But, he said, "the principal reason for my doubt is that railroads with earnings from conglomerates may find it easier to avoid the tough decisions that are necessary to solve the railroad service problem—and the service problem must come ahead of everything else, even earnings."

● **Conglomerates and car supply.** Langdon outlined his concern this way: "Car supply is probably the most important aspect of the railroad service problem. Each railroad of course has its own cars which, freely interchangeable, constitute its contribution to what is loosely regarded as a national freight-car pool. Although there are many special-purpose cars in the service of individual railroads, most of the cars in the national fleet are general-purpose cars and in demand throughout the country. And yet there is no industry determination of the size of the general-service fleet that is required to meet the country's needs. On the contrary, its level is determined by what each individual line concludes to be necessary for its own account, or can afford. The result is a national fleet which at times is inadequate. Moreover, with each line having a voice in its distribution and use, it is also a poorly managed fleet. . .

## Cooperation is needed

"If the private managements of individual railroads are to solve this industry problem of car supply, they must learn to work together, face up to the hard realities of the situation, and pool their resources in finding an answer. The problem must be looked at as an industry problem, and an industry solution must be found even if concepts heretofore regarded as objectionable—including a real pool of general-purpose cars managed in the interests of the industry from one control point—have to be resorted to.

"But what are the chances of such an approach by railroads with easy earnings from non-transportation sources? I would suspect that they are poor. The trouble is that earnings, whatever the source, produce a sense of well-being. Railroads that satisfy their shareholders in this manner are not likely to want to deal with tough service problems from an industry standpoint, particularly if they detect the slightest chance of a compromise of their own competitive standing. After all, earnings from outside sources are not novel in the railroad business—and yet how many of the railroads in the country with large non-transportation earnings have been willing to come to grips with this crucial service problem? Often their only contribution has been to precipitate a continuing controversy over the level of per-diem rates—a controversy which, in my opinion at least, does not reach the basic problem."

● **A matter of incentives.** Langdon's concern about conglomerates doesn't end with the car-supply problem. He sees the possibility that other aspects of the service problem might also be dodged:

"For instance, what incentive would there be for a railroad in a prosperous conglomerate to work together with other lines in the development of merger patterns on a regional, or preferably national, basis in which special interests might have to be subordinated to the attainment of common goals? Everyone agrees that this country has far too many railroads, and that the present systems are poorly balanced. What incentive would there be to work together with other lines in the maintenance and operation of through routes with the same clock-like precision that is sometimes found with service between stations on one railroad only, and with the internal accounting performed by one clearing house in accordance with pre-arranged formulae? What incentive would there be to help with the organization of an industry board where internal disputes, such as the proration of revenues arising under joint rates, could be arbitrated? What incentive would there be to work cooperatively in the development and marketing of railroad service in order to stop the erosion of traffic to other modes and to permit the railroads to grow with the economy of the country? And what incentive would there be to work together with other lines in a determined effort to have removed those restraints, whether legislative or otherwise, which operate to prevent the full development and economic use of the rail form of transportation?"

● **Would the dollars really flow?** RI's chief executive officer, like others on the panel, also raised questions re-

"I must confess some doubt as to whether inclusion in a conglomerate is good for railroads generally."

JERVIS LANGDON, JR.

garding the financial aspects of railroad participation in conglomerates:

"I realize that lack of capital for improvements running into the billions has a direct bearing upon the railroad service problem, and that conglomerates, with their promise of greater earnings and financial strength, should be able to help in this connection. But would they really help when the choice is between a railroad investment which produces a small return and another investment which promises a much greater return? I wonder to what extent conglomerates, with earnings from diverse sources, can afford to pump into their railroad subsidiaries the kind of money that is required, particularly when there are so many attractive investment opportunities outside the railroad business."

In the final analysis, he said, there must be recognition that "the railroad service problem is tough and calls for heroic measures. Only the full and undivided attention of the first team of railroad management, with a willingness truly to cooperate, can possibly come to the rescue. The problem will never be solved if it is regarded as only another routine problem for someone else to worry about while the first management team is preoccupied with more acquisitions for the conglomerate and more earnings from non-transportation sources.

"And if the service problem is not solved, the shippers of the country, finally losing all patience, will demand a change, and what change can there be other than nationalization even though nationalization has not always been a satisfactory answer in other countries? Moreover, if the railroads in the meantime have become conglomerate subsidiaries, a government take-over might be highly welcome. In the history of our country there have been many instances of the spinning off by private enterprise of public service undertakings, and they have invariably ended up in public ownership. There is ample precedent in our own country for the public ownership of railroads."

● **Owners and managers.** Shearson, Hammill's Bergmann also took a close look at the financial side of the conglomerate picture—and at the management/shareholder relationships which might be affected:

"Proponents of the holding company concept suggest that such an association will provide easier access to capital markets under varying business conditions and this in turn would make available to the underlying railroad, funds which the carrier itself otherwise may not be able to obtain. The greater availability of funds for capital improvements is expected to enable the railroad to provide more efficient and economical service. Further, with reduced exposure to cyclical fluctuations in earnings, the conglomerate can plan for its railroad subsidiary a more level program of property maintenance. Such contributions are very much in the public interest.

"On the other hand, there are some who fear that a holding company management may pursue policies which could have the effect of disinvestment in railroad plant. The hearing examiner in the Milwaukee-North Western merger proceedings defined disinvestment as 'the controlled and deliberate movement of capital from one endeavor to another' rather than 'a dissipation of assets.' I am not at all sure that a dissipation of assets may not occur. It is this possibility that gives considerable concern to the bondholders and other creditors of major railroad companies. It is conceivable that the management of a railroad holding company, possessed of substantial other investments, would conduct its affairs in such a way as to enhance the profitability of the non-transportation subsidaries and give less attention to maintaining the continuing viability of the railroad operation."

● **Condemn or favor?** Like Langdon, Bergmann found it hard to lay down any firm rule as to whether the development of the railroad conglomerate should be condemned or viewed with favor:

"Certainly the financial strength and earnings power demonstrated by a number of major railroads as a result of 'diversification' argues in favor of the conglomerate concept. If the holding-company device is necessary to accomplish the full benefits sought, it should be accepted. On the other hand, if the holding-company concept results in disinvestment and impairment of a carrier's ability to serve the public, it either must be condemned or properly controlled by government. It is this last point that bothers me. In my judgement, railroads already are overregulated and excessively restricted. I would not like to see an extension of regulatory controls. Rather, I would prefer that railroads be accorded a greater degree of freedom to make competitive rates, to offer innovations in service, and to engage in all forms of transportation."

● **The shipper viewpoint.** Not surprising, Pillsbury's Alexander keyed his comments to two elements—equipment supply and the provision of quality service—in trying to assess the impact of the conglomerate. He, too, found disquieting factors at work:

"It cannot be denied that railroad earnings are too low to create the vitality needed to meet shippers' increased demands and needs. And judgmental errors on the part of the holding companies which would result in further deterioration of rail service could be absolutely disastrous to our industry. While none of us want to see nationalization of our railroads, there appears to be a ground swell of comment indicating that improvement must be forthcoming to avoid it.

"Unfortunately, the many promises that have been made in connection with mergers have simply not developed, and the shipping public is somewhat suspicious of the promises of the carriers in connection with their continued existence under the conglomerate wing.

"Based on what we have seen and heard, we must conclude that conglomerates are not the total answer. I sincerely hope conglomerate managements prove me wrong and equally believe that such proof is within their power if their purpose is compatible with our needs. Purpose is the key."

From the regulator's viewpoint,

Frank Malone

# WATCHING WASHINGTON

**MR. RISENDAL,** where were you when we needed you—in the days of the link and pin coupler, already? That seems to be the reaction to AAR's announcement that it has finally created a post of safety director. Look beyond the gibe, however, and see what is really meant in terms of one man's burden.

**IT WASN'T** John A. Risendal's idea to wait this long to perk up the quiet safety section existing since 1934. But he's the man who must survive the pressure that has been building up. He faces a challenge big enough to make a man seek early retirement, and more than anything, reactions to AAR's move reflect appreciation of that fact. Thomas M. Goodfellow, AAR president, says safety has taken on "ever greater importance" with the industry's movement "in new directions to meet new challenges." To this can be added a rising accident rate, heat from brotherhoods and legislators, and a likely new push by the Transportation Department for strong safety legislation—as reasons for the office and measures of the pressure the director faces.

**FIGURING IN THE CHOICE,** besides Mr. Goodfellow and ultimately the AAR board, was Rex R. Manion, vice president-operating and maintenance, in whose department the new post will function. For a full year the idea was considered seriously, and both in and out of AAR there were "many" candidates, Mr. Manion says. The job went to a man with five years in AAR's claims research bureau, 24 with Northern Pacific (claims, too) and, all agree, plenty of courage and determination.

**EVEN BEFORE MOVING IN** from Chicago last week, Mr. Risendal talked with DOT's railroad safety bureau about mutual planning. Whatever he decides, it must pass the general committee of the transportation division of Mr. Manion's department, and maybe the board, too. The board meets May 23. That may indicate how much time Mr. Risendal has to decide what to do.

**A DECISION** can't come soon enough for Transportation Secretary John A. Volpe, who said last week: "Safety is going to be one of our key interests, and you in transportation had better work or somebody might do it for you." On the AAR news, Mr. Volpe said: "I congratulate them, though I might say it's long overdue." He also promised support. In a crucial assignment, Mr. Risendal deserves plenty of that from everybody.

many of the same questions can be raised—and the ICC's Tierney indicated that the Commission is aware of both sides of the conglomerate coin:

"To the extent that a conglomerate merger would in fact provide financial stability and strength and improve railroad transportation for the public, it would be consistent with the public interest and thus a friend of transportation.

"On the other hand, the very reasons which have stimulated the trend toward transportation conglomerates and the asserted benefits suggest some potential dangers which cannot be ignored by the Commission. A principal reason for diversification has been the low rate of return on railroad investment as compared to greater profits available in nontransportation enterprises and the fact that income from nontransportation investments would provide additional financing to maintain and upgrade rail plants. There are many who ask, however: Would there be more incentive or even pressure on top management to reinvest such income in businesses which will produce a greater rate of return than the railroads? Without strong public service motivation, would this not be the most predictable course to follow?

"Other questions raised are these: What is the likelihood of channeling capital out of the carrier subsidiary into the more profitable nontransportation subsidiary and thus reducing to a minimum expenditures for capital programs and maintenance on the railroad property? In those cases where railroad tax benefits are used by the holding company, is it not conceivable that circumstances would arise dictating against compensating the carrier for use of the benefits? Would these benefits be sufficiently attractive to the holding company and profitmaking nontransportation subsidiaries to dictate a policy of disinvestment in their railroad subsidiary? What will be the policy of the parent company respecting purchases made by the carrier from noncarrier subsidiaries? On the other side, will the rail subsidiary of a transportation conglomerate favor the nontransportation affiliates to the detriment of competitors which the railroad also serves?

"I might emphasize that I am simply pointing out some of the potential dangers where carriers are involved in conglomerate mergers. At the same time it should be clear that, in light of its responsibilities, the Commission would be derelict in its duty if it were to ignore possible pitfalls and not keep itself fully and currently informed of developments in this new area of business unification." ■

## "Mini-trains" for grain traffic

*(Continued from page 33)*

fall," the PC officer told the grain and feed dealers.

● **400 additional cars.** The railroad expects to add, this year, 400 100-ton covered hopper cars, costing $4.6 million, to the 2,786 similar cars it already has in grain service. There are plans for purchasing more cars in the future, Large told his audience.

"In our opinion, the covered hopper is the grain car of the future," he said. "It will carry nearly twice the load of the plain box car and its profitability potential is far greater."

Another part of the Penn Central's program for the grain and feed industry, Large said, is to revamp pricing procedures to encourage employment of cars in multiples and trainloads. many of which can by-pass regional yards. Large cited as an example recent publication of 100-car trainload rates for export grain from eastern Illinois origins to North Atlantic ports. The new concept will relieve the demand for cars by eliminating the old method of holding cars of export grain in port for weeks.

● **Largest grain carrier.** Large said Penn Central is the country's largest carrier of grain and grain products. Such traffic, he pointed out, generates revenues of about $60 million a year, or about 5% of the road's total freight revenues.

Reporting on progress made by PC in merging its facilities and operations, Large said that $87.2 million has been programmed for new and expanded classification yards, terminals and track improvements.

"Penn Central now has seven computerized classification yards linked by the largest and most advanced data collecting and processing system of any railroad. Work has begun on a $26-million classification yard at Columbus, Ohio. As soon as it is finished, we will be able to start building a new multi-million-dollar classification yard at Cleveland."

● **Car-tracing improves.** Large concluded by saying that Penn Central's car-tracing service "has also improved magnificently in recent weeks. We also have further improvements in our mechanical capabilities in this field scheduled for this summer. By that time, we will have cathode ray tubes installed in 13 of our major terminals. These computer-controlled television screens, which furnish instant location information for freight shipments, will make our car-tracing information second to none." ■


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Burro used as work train for distributing rail and other material. Note boom in upper boom heels, while coupled to gondola car.

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Model 40 Burro Locomotive Crane Ditcher with long digging radius to permit starting ditch ample distance from track. This Model 40 Burro not only digs ditch and loads both near and far ends of cars, but also hauls its own cars with its own power.

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# RAILWAY BOOKSHELF

If ever there was a special time for nostalgia in the industry, 1969 is it. It is just 100 years since two classic American-type steam locomotives came face to face at Promontory Summit, Utah, and thus joined the nation east and west with an early modern transportation network. They were steam locomotives, of course. Steam locomotives dominate in two books published earlier in this Golden Spike Centennial year:

Photograph by Ron Ziel

**ARKANSAS'S READER RAILROAD,** the 'Possum Trot Line, operates this country's last regularly scheduled mixed train drawn exclusively by steam locomotives.

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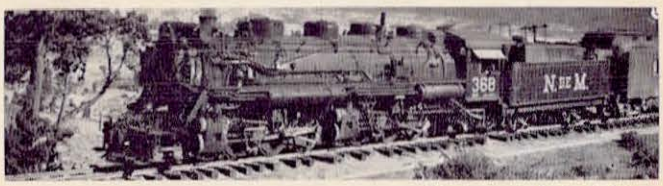


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—ROBERT G. LEWIS

# "Mini-trains" for grain traffic

*(Continued from page 33)*

fall," the PC officer told the grain and feed dealers.

● **400 additional cars.** The railroad expects to add, this year, 400 100-ton covered hopper cars, costing $4.6 million, to the 2,786 similar cars it already has in grain service. There are plans for purchasing more cars in the future, Large told his audience.

"In our opinion, the covered hopper is the grain car of the future," he said. "It will carry nearly twice the load of the plain box car and its profitability potential is far greater."

Another part of the Penn Central's program for the grain and feed industry, Large said, is to revamp pricing procedures to encourage employment of cars in multiples and trainloads. many of which can by-pass regional yards. Large cited as an example recent publication of 100-car trainload rates for export grain from eastern Illinois origins to North Atlantic ports. The new concept will relieve the demand for cars by eliminating the old method of holding cars of export grain in port for weeks.

● **Largest grain carrier.** Large said Penn Central is the country's largest carrier of grain and grain products. Such traffic, he pointed out, generates revenues of about $60 million a year, or about 5% of the road's total freight revenues.

Reporting on progress made by PC in merging its facilities and operations, Large said that $87.2 million has been programmed for new and expanded classification yards, terminals and track improvements.

"Penn Central now has seven computerized classification yards linked by the largest and most advanced data collecting and processing system of any railroad. Work has begun on a $26-million classification yard at Columbus, Ohio. As soon as it is finished, we will be able to start building a new multi-million-dollar classification yard at Cleveland."

● **Car-tracing improves.** Large concluded by saying that Penn Central's car-tracing service "has also improved magnificently in recent weeks. We also have further improvements in our mechanical capabilities in this field scheduled for this summer. By that time, we will have cathode ray tubes installed in 13 of our major terminals. These computer-controlled television screens, which furnish instant location information for freight shipments, will make our car-tracing information second to none." ■


**Top Quality Inside and Out**

has made them

**First In Sales ... Now in Operation on 90% of U.S. Railroads**

We ought to be satisfied but we're not—
We're trying to build them still better

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M. H. Frank — Cleveland, O. • Prest Company — St. Paul, Minn.
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E. J. Hasten, Jr., W. B. Reed — Chicago, Ill.

A Part of NATIONWIDE INDUSTRIES, INC.

Circle 10 on coupon page 32

# For years, we've been telling you Timken® "AP" bearings last longer. Now we're putting a 7-year guarantee where our mouth is.

## Introducing the Timken "AP" bearing 7-year Parts Replacement Agreement.

# PARTS REPLACEMENT AGREEMENT

THIS AGREEMENT is between THE TIMKEN ROLLER BEARING COMPANY (hereinafter called the "Company") and _____ (hereinafter called the "Customer"), and is made effective _____ 19___.

In consideration of the purchase by the Customer, on or after the effective date of this Agreement, of Timken® "AP" bearings, for use on railroad freight car applications, the Company hereby agrees as follows:

1. On any Timken "AP" bearing assembly purchased by the Customer during the term of this Agreement for use on freight car applications, the Company will replace or repair, free of charge other than any applicable inspection or service charge otherwise payable and Customer's portion of transportation, any of the parts specified in paragraph 5 below which, within 84 months of the original date of manufacture etched or stamped on the bearing, are found to be in such condition as to require replacement or repair to comply with the standards set forth in the Roller Bearing Manual of the Association of American Railroads as of January 1, 1969. If cup or cone surfaces show evidence of Brinell or fatigue due to normal wear or loading, to the extent that they are not suitable for continued service under standards set forth in the Roller Bearing Manual, the inspection charge otherwise payable will also be waived. If the Roller Bearing Manual should require, or the Customer should specify, that certain parts of the bearing assembly be replaced when the bearing is reassembled, even though such parts are in good condition, the Customer will be charged for the replacement of such parts.
2. The provisions of paragraph 1 above shall also apply, subject only to the 84 months' limitation, to any Timken "AP" bearings purchased by the Customer prior to the effective date of this Agreement.
3. To qualify for replacement of parts under this Agreement, the following requirements must be met, to the best of the knowledge and belief of the Customer and to the satisfaction of the Company:
   a. The condition requiring replacement must be attributable to the quality of material or workmanship in the manufacture of the bearing, and must not be due to damage from derailment, fire, immersion in or exposure to water.
   b. The complete bearing assembly (less axle end cap assembly) including all parts as removed from the axle for inspection must be forwarded to the Company, f.o.b. Columbus, Ohio, fully assembled, and with suitable packaging and/or blocking to prevent damage in shipment and handling, within 84 months of the original date of manufacture, as specified above, with identification of the Customer by or for whom the bearing is being forwarded.
   c. The bearing assembly must have been in use on a freight car operated and maintained in accordance with loading and other rules and standards of the Association of American Railroads for cars in interchange service.
   d. There must not have been any modifications or alterations of the bearing assembly, unless authorized in writing by the Company, nor any improper repairs or any substitution in the bearing assembly of bearing components made by another manufacturer.
4. Following inspection and repair or replacement of parts in accordance with this Agreement, the complete bearing assembly (less axle end cap assembly) will be returned by the Company to the Customer, f.o.b. Columbus, Ohio, subject to such freight allowances as the Company may from time to time establish applicable to all customers of the same class.
5. The bearing parts which are covered by this Parts Replacement Agreement are the cones, cup, cone spacer, seals, seal wear rings, backing rings and vent fittings. Other parts of the bearing assembly - axle end cap, cap screws, locking plate and lubricant fitting - are covered by the warranty referred to in paragraph 6 below.
6. This Parts Replacement Agreement supplements the warranty set forth in the "Conditions of Acknowledgment and Acceptance of your Purchase Order," under which the bearings were originally sold by the Company to the Customer.
7. Except as provided in paragraph 3d above, this Parts Replacement Agreement will apply where the condition of parts requiring replacement or repair has been found upon inspection either by the Company, or by the Customer or any other person for the Customer prior to the forwarding of the complete bearing assembly to the Company in accordance with paragraph 3b above.
8. In the event of any dispute concerning the qualification of a bearing for replacement of parts under this Agreement, the necessity for replacement or repair of particular parts, or any other question concerning the application of this Agreement, the decision of the Company will be final.
9. This Agreement is for a term of _____ months from and after the effective date, and may be extended for successive periods of twelve (12) months by notice in writing from the Company to the Customer. Following the termination of this Agreement, any bearing assembly to which this Agreement became applicable during its initial term or any extension will continue to be eligible for replacement of parts in accordance with the provisions hereof.

IN WITNESS WHEREOF, the Company has executed and delivered this Agreement to the Customer as of the effective date specified above.

APPROVED:

THE TIMKEN ROLLER BEARING COMPANY

General Manager - Sales or Assistant General Manager - Sales
Railroad Division
The Timken Roller Bearing Company

By _____
District Manager, Railroad Division

TIMKEN®
REGISTERED TRADEMARK
TAPERED ROLLER BEARINGS


Circle 11 on coupon page 32

Burro used as work train for distributing rail and other material. Note boom in upper boom heels, while coupled to gondola car.

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## MAINTENANCE · OF · WAY
## Work Train Service

Model 40 Burro Locomotive Crane Ditcher with long digging radius to permit starting ditch ample distance from track. This Model 40 Burro not only digs ditch and loads both near and far ends of cars, but also hauls its own cars with its own power.

## ...means MORE earning power

On the line, in the yards, or Stores Department — a Burro does the job fast, efficiently, and profitably. Fast travel speeds and heavy draw bar pull enable the Burro to go to the job in a hurry — and even haul its own cars with it. Once on the job, the Burro wastes no time getting the job done with hook, magnet, tongs, bucket or dragline.

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Circle 12 on coupon page 32


# RAILWAY BOOKSHELF

If ever there was a special time for nostalgia in the industry, 1969 is it. It is just 100 years since two classic American-type steam locomotives came face to face at Promontory Summit, Utah, and thus joined the nation east and west with an early modern transportation network. They were steam locomotives, of course. Steam locomotives dominate in two books published earlier in this Golden Spike Centennial year:

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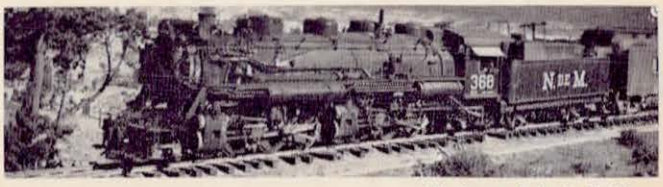


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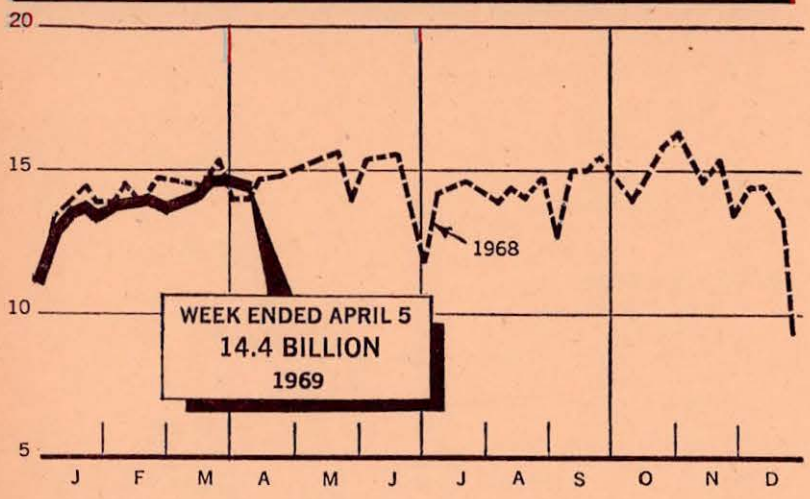
—ROBERT G. LEWIS

## RAIL FREIGHT TRAFFIC TRENDS

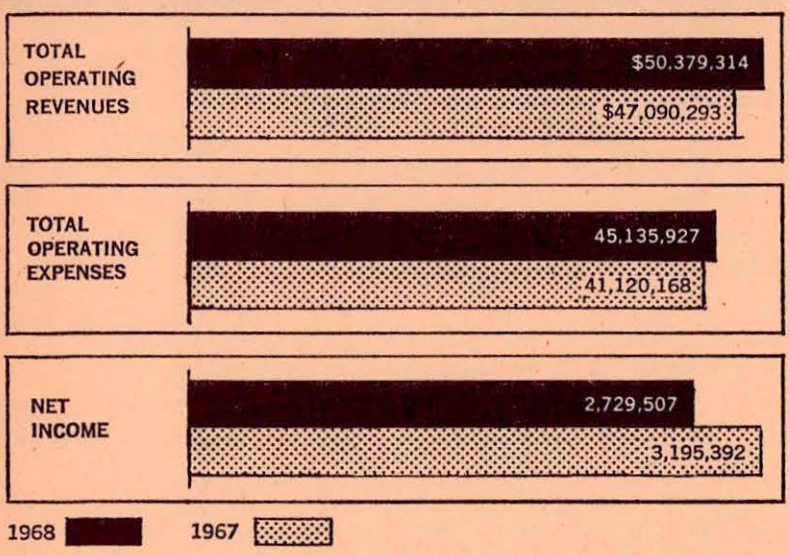
BILLION TON-MILES (Estimated)




Source: Association of American Railroads

## FREIGHT FORWARDERS—SELECTED STATISTICS

(THREE MONTHS ENDED SEPTEMBER)




Source: Bureau of Accounts, ICC. Compiled from 62 quarterly reports of forwarders with annual gross revenues of $100,000 or more.

## Current Statistics

| | |
|---|---|
| **Net income, Class I roads** | |
| Twelve months, 1968 | $593,808,000 |
| Twelve months, 1967 | $551,000,000 |
| **New freight cars on order** | |
| March 1, 1969 | 33,434 |
| March 1, 1968 | 24,375 |
| **New freight cars delivered** | |
| 2 mos., 1969 | 9,687 |
| 2 mos, 1968 | 10,471 |
| **Serviceable cars** | |
| March 1, 1969 | 1,378,477 |
| March 1, 1968 | 1,400,628 |

# How railroads spent $1.5 billion

## Purchases of fuel, material and supplies Class I railroads—calendar years 1968 and 1967

| | Item | 1968 | 1967 |
|---|---|---|---|
| **FUEL** | | | |
| 1. | Fuel oil—diesel | $ 408,854,000 | $ 385,571,000 |
| 2. | Fuel oil—residual | 6,149,000 | 7,676,000 |
| 3. | Coal | 5,946,000 | 7,659,000 |
| 4. | Gasoline | 10,244,000 | 9,952,000 |
| 5. | All other (including heating oil and propane) | 7,342,000 | 4,557,000 |
| 6. | Total fuel | 438,535,000 | 415,415,000 |
| **FOREST PRODUCTS** | | | |
| 7. | Cross ties, wooden | $ 61,319,000 | $ 83,198,000 |
| 8. | Switch ties, wooden | 11,421,000 | 8,014,000 |
| 9. | Lumber (bridge and building, piling, posts, bridge ties) | 14,407,000 | 15,361,000 |
| 10. | Lumber, equipment (including manufactured articles) | 14,102,000 | 15,527,000 |
| 11. | All other forest products | 3,233,000 | 4,276,000 |
| 12. | Total forest products | 104,482,000 | 126,376,000 |
| **IRON AND STEEL PRODUCTS** | | | |
| 13. | Rail (new and secondhand, except scrap) | $ 77,826,000 | $ 70,482,000 |
| 14. | Axles and wheels for cars and locomotives | 44,571,000 | 53,643,000 |
| 15. | Track and switch material | 82,775,000 | 83,567,000 |
| 16. | Steel, fabricated, for bridges | 2,906,000 | 4,736,000 |
| 17. | Iron and steel (bars, shapes, sheet, tubing, chain and wire rope) | 16,921,000 | 18,043,000 |
| 18. | Locomotive forgings and castings (malleable or steel and trucks) | 6,071,000 | 6,120,000 |
| 19. | Car forgings, castings and specialties | 111,474,000 | 134,437,000 |
| 20. | Bolts, nuts, washers, rivets, lag screws, pins and studs | 6,174,000 | 7,778,000 |
| 21. | Springs for cars and locomotives | 4,941,000 | 6,418,000 |
| 22. | Tools, track and roadway, all kinds, and parts (except automotive equipment, aircraft, and parts) | 20,424,000 | 19,397,000 |
| 23. | Stationary machinery and parts | 21,184,000 | 22,781,000 |
| 24. | Pipe, iron and steel, pipe fittings and plumbing fixtures | 5,162,000 | 5,445,000 |
| 25. | Hardware, hand and small machine tools | 22,773,000 | 21,556,000 |
| 26. | Cast iron water pipe and culvert pipe (except building materials) | 1,767,000 | 7,607,000 |
| 27. | Total iron and steel products | 424,969,000 | 462,010,000 |
| **MISCELLANEOUS** | | | |
| 28. | Building materials (brick, cement, gravel, lime, sand, stone, roofing, siding, and fencing) | $ 7,602,000 | $ 6,715,000 |
| 29. | Lubricating oil and greases, journal lubricating pads, wiping rags, waste and illuminating oils | 45,901,000 | 48,561,000 |
| 30. | Non-ferrous metal and products | 22,507,000 | 23,520,000 |
| 31. | Ballast and riprap | 21,500,000 | 19,535,000 |
| 32. | Electrical materials (including electrical material for diesel locomotives) | 52,904,000 | 55,277,000 |
| 33. | Stationery, printing and office supplies | 47,452,000 | 42,231,000 |
| 34. | Commissary equipment and supplies | 9,075,000 | 13,989,000 |
| 35. | Rubber and leather goods | 5,484,000 | 6,202,000 |
| 36. | Chemicals, compounds, drugs, glass, laboratory equipment, lacquers, painters' supplies, paints, varnishes | 43,410,000 | 42,405,000 |
| 37. | Passenger car trimmings and accessories | 8,288,000 | 13,241,000 |
| 38. | Locomotive, train and station supplies | 29,038,000 | 29,755,000 |
| 39. | Communication and signal material | 64,263,000 | 60,408,000 |
| 40. | Air brake material | 20,699,000 | 19,906,000 |
| 41. | Appliances for locomotives | 5,455,000 | 5,000,000 |
| 42. | Automotive equipment and aircraft, and parts | 14,237,000 | 16,189,000 |
| 43. | Diesel material not elsewhere classified | 101,067,000 | 98,564,000 |
| 44. | All other miscellaneous (incl. concrete ties) | 67,232,000 | 85,438,000 |
| 45. | Total miscellaneous | 566,114,000 | 586,936,000 |
| 46. | Grand total | $1,534,100,000 | $1,590,737,000 |

Source: Reports of the carriers to the Economics and Finance Department AAR.

# MARKET OUTLOOK

## CARLOADINGS

Loadings of revenue freight in the week ended April 12 totaled 527,751 cars, the Association of American Railroads announced on April 18. This was a decrease of 6,512 cars, or 1.2%, compared with the previous week; a decrease of 8,710 cars, or 1.6%, compared with the corresponding week last year; and a decrease of 26,245 cars, or 4.7%, compared with the equivalent 1967 week. Ton-miles generated by carloadings in the week ended April 12 are estimated at 14.1 billion, an increase of 0.9% above the corresponding week of 1968, and 1.7% below the 1967 week.

REVENUE FREIGHT CARLOADINGS

| Commodity | April 5 week | Preceding week | Per cent change |
|---|---|---|---|
| Grain | 19,775 | 20,073 | — 1.5 |
| Farm products | 13,013 | 13,658 | — 4.7 |
| Metallic ores | 26,188 | 21,499 | +21.8 |
| Coal | 95,606 | 106,441 | —10.2 |
| Crushed stone, gravel & sand | 29,069 | 26,060 | +11.5 |
| Nonmetallic minerals | 10,430 | 10,749 | — 3.0 |
| Grain mill products | 19,331 | 20,952 | — 7.7 |
| Food & kindred products | 23,970 | 24,965 | — 4.0 |
| Primary forest products | 26,615 | 27,099 | — 1.8 |
| Lumber & wood products (except furniture) | 16,370 | 17,020 | — 3.8 |
| Pulp, paper & allied products | 24,970 | 26,056 | — 4.2 |
| Chemicals & allied products | 35,097 | 35,716 | — 1.7 |
| Petroleum products | 10,992 | 11,666 | — 5.8 |
| Stone, clay & glass products | 22,247 | 21,370 | + 4.1 |
| Coke | 8,224 | 8,047 | + 2.2 |
| Metals & products | 31,570 | 32,150 | — 1.8 |
| Motor vehicles & equipment | 23,497 | 26,151 | —10.1 |
| Waste & scrap materials | 15,371 | 15,541 | — 1.1 |
| Forwarder & shipper assn. traffic | 7,491 | 7,639 | — 1.9 |
| All other carloads | 72,411 | 74,995 | — 3.4 |
| LCL traffic | 2,026 | 1,988 | + 1.9 |
| Total cars loaded | 534,263 | 549,835 | — 2.8 |
| CUMULATIVE TOTAL, 14 WEEKS | 1969 | 1968 | 1967 |
| | 7,150,494 | 7,180,768 | 7,307,120 |

## PIGGYBACK CARLOADINGS

U.S. piggyback loadings for the week ended April 5 totaled 26,392 cars, carrying 43,078 trailers, compared with 25,912 cars, carrying 41,972 trailers, in the corresponding 1968 week. Loadings for 1969 up to April 5 totaled 355,087 cars, carrying 582,030 trailers, compared with 341,411 cars, carrying 557,887 trailers, in the corresponding period of 1968.

## IN CANADA

| Cumulative | Revenue Cars Loaded | Total Cars Rec'd from Connections |
|---|---|---|
| March 21, 1969 | 800,786 | 278,780 |
| March 21, 1968 | 769,121 | 273,145 |

## LOCOMOTIVES

● *Southern.*—Ordered 45 diesel-electric locomotive units from EMD at a cost of $10 million. Included are 37 general purpose 2,000-hp units to be delivered before the end of August, and eight 1,500-hp switching locomotives for delivery during the last two weeks of October.

● *Locomotive ownership and condition.*—Class I roads owned or leased 27,045 diesel units on Jan. 1, a decrease of 272 units under Jan. 1, 1968, according to AAR yearly summary.

| | Owned or Leased Jan. 1 | | Stored Serviceable Jan. 1 | | Waiting Shops Jan. 1 | |
|---|---|---|---|---|---|---|
| | 1969 | 1968 | 1969 | 1968 | 1969 | 1968 |
| Diesel (units) | 27,045 | 27,317 | 190 | 267 | 1,567 | 1,825 |
| Steam (locomotives) | 1 | 1 | 1 | 1 | —— | —— |
| Electric (units) | 305 | 321 | 6 | 17 | 32 | 27 |
| Gas-Turbine-Electric | 25 | 31 | 3 | 8 | 12 | 8 |

● *959 new units installed in 1968.*—Class I roads installed 959 new and 96 rebuilt diesel electric units in 1968, according to the AAR yearly summary. In 1967 they installed 990 new and 77 rebuilt units. Locomotive units on order Jan. 1, 1969, totaled 480 diesel electric units. On Jan. 1, 1968, Class I roads had 513 diesel electric units on order, including 41 to be rebuilt in contract shops and 30 in railroad shops.

## PIGGYBACK

● *Bangor & Aroostook.*—Leased 20 new piggyback trailers from Fruehauf. BAR will use the trailers in paper traffic from northern Maine mills and for starch products. The road's president, W. Jerome Strout, said BAR expects a five-fold increase in piggyback traffic during the next year.

## CAPITAL EXPENDITURES

● *Canadian Pacific.*—Plans to spend more than $100 million during 1969 for new and improved rail facilities and equipment, according to the CP annual report for 1968. This year's capital improvement program includes $48.9 million for new locomotives, cars and work equipment, $47 million for track improvements and other road facilities, and $4.9 million for buildings and structures. Also, an additional $12.6 million will be spent on telecommunications, highway vehicles and other properties, bringing total 1969 capital expenditures to $113.4 million. The road has placed a $6-million order for 348 steel, 105-ton gondola cars with Hawker Siddeley Canada. The cars will be assigned to a unit-train operation for carrying over three million tons of export coal annually from the Crowsnest area in southeastern British Columbia to the Pacific Coast. The cars will have tapered sides and ends, and a rounded bottom one foot above the rails between the wheel and axle assemblies.

# YOU OUGHT TO KNOW

**ASF increasing steel castings capacity by 30%**

At a time when increases in rail-supplier production capacity are unusual, to say the least, American Steel Foundries, an operating unit of Amsted Industries, is increasing its capacity to produce steel castings for car trucks by almost 30%. Key to the increase is a $5.5-million capital improvement program carried out over the past 15 months at ASF's Granite City, Ill., and Alliance, Ohio plants. ASF President H. W. Chapman said the goals of the program were "pinpoint delivery of steel castings to the railroads, more efficiency, improved quality, and a capacity large enough to adequately meet demand for freight-car trucks during peak periods of railroad ordering." Chapman noted that ASF had moved ahead with expansion despite the slump in railroad buying which followed suspension of the 7% investment tax credit: "As a result, we're now in an excellent position to take care of the railroads' increasing business." When the program is completed, the two plants will be able to produce a combined total of approximately 200 car sets of side frames and bolsters per day.

**Rio Grande, UP join forces on unit-train move**

A new unit coal train left Sunnyside, Utah, April 12 bound for San Pedro, Calif.—and Rio Grande, Union Pacific and Kaiser Steel are hoping its movement signals the opening of a new market for western coal. San Pedro is only a way station on the total route—because there, the coal will be transloaded into ocean vessels for movement to Japan. Trainload movements now planned will involve shipment of about 80,000 tons of coal. Both roads will furnish cars; UP will provide the motive power. Rio Grande takes the train from Sunnyside to Provo, with UP then taking over for the run to the coast.

**Interpool creates air-rail-truck-ship container pool**

Three of the world's largest airlines, American, Trans World, and United have joined the Southern, Illinois Central, Canadian Pacific and Canadian National railways, some 34 of the world's largest steamship lines, more than 50 trucking companies here and abroad, and over 20 industries such as Ford, General Motors and Kodak, to create one of the largest container pools in the world. It will be the only one operating in all four modes. Called Interpool, it is headed by Warren L. Serenbetz, who started the organization as a subsidiary at REA Express. Interpool, now controlled by Steadman Industries, Ltd., of Canada, has a vast array of facilities including seven major air and sea portals in the U.S., and at Australia, Japan and Europe. Thirty-five hundred containers are already under assignment to carriers; 1,500 more are in a rotating pool, and 300 per month are being acquired on a regular basis.

**ICC Bureau asks condition for rail merger**

If the Interstate Commerce Commission approves merger of North Western and Milwaukee, one of the conditions should be full disclosure by the parent Northwest Industries of all its subsidiary transactions for five years after the merger. The ICC Bureau of Enforcement has so stated in an exception to the recommendation for the merger. Main reason for the disclosure would be to prevent siphoning of money from unprofitable rail operations into more lucrative investments. The suggestion parallels the recommendation of Examiner Henry C. Darmstadter for a merger accompanied by full ICC investigation of what happens to rail operations in diversification moves.

**Rail link planned to private airport**

New York's Metropolitan Transportation Authority has acquired Republic Airport on Long Island for development as a center for private (non-commercial) flying. The project, to be completed within three to five years, will include a general aviation airport, bus and taxi depots and parking facilities. The MTA also plans to link the airport to mid-Manhattan via direct MTA Long Island Rail Road service.

H. D. Huffman
Alton & Southern

John A. Risendal
AAR

Eldon Martin
Burlington

Richard T. Cubbage
Burlington

Herbert W. Staiger
Burlington

Gordon M. Hower
UP

# PEOPLE IN THE NEWS

**ALTON & SOUTHERN.—H. D. Huffman** appointed vice president and general manager. He was formerly assistant to the vice president–operations, **Missouri Pacific.**

**ASSOCIATION OF AMERICAN RAILROADS.—John A. Risendal,** executive vice chairman, General Claims Division and director, Claims Research Bureau, appointed to the newly created post of director of safety, Washington, D. C. The office will be part of the AAR's Operations and Maintenance Department.

**BURLINGTON.—Eldon Martin,** vice president and general counsel, elected senior vice president. **Richard T. Cubbage,** assistant general counsel, elected general counsel. **Herbert W. Staiger** appointed manager-financial analysis. Mr. Staiger was formerly manager of capital administration, **International Minerals & Chemical Corp.**

**CORINTH & COUNCE.—Calvin W. Byrd,** vice president and general manager, Counce, Tenn., named president, succeeding the late **John J. Ross** of Savannah, Tenn.

**UNION PACIFIC.—Gordon M. Hower,** assistant general purchasing agent, appointed general purchasing agent, with headquarters remaining at Omaha. **Winston E. Johnson,** assistant general purchasing agent, Omaha, named to the newly created position of senior assistant general purchasing agent there. Mr. Johnson's successor is **Robert J. Thielen,** assistant general storekeeper, Omaha, who in turn is replaced by **Phillip F. Brougham,** supervisor methods and procedures.

## OBITUARY

**Donald J. Hogan,** 48, owner of **Donald J. Hogan & Co.,** Chicago, and president of the **Doogan Co.,** Markham, Ill., died March 24.

**Clarence R. Tucker,** 71, retired vice president, **Santa Fe,** died March 19 at Longview, Tex.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## SUPPLY TRADE

**Thomas R. Remington** has been appointed vice president—operations, **General Steel Industries,** St. Louis, a new position. **Richard L. Lich,** executive vice president, Castings Division, since January, succeeds Mr. Remington as president, Castings Division, Granite City, Ill. Mr. Remington has also been vice president and general counsel of the corporation. **Richard A. Ashby,** vice president, St. Louis Car Division, for west coast sales, San Francisco, has been appointed corporate vice president—marketing, GSI, and will move to St. Louis in June. **Robert L. Simmons** appointed manager, eastern sales, Castings Division, Philadelphia, succeeding **Thomas C. Barton, Jr.,** now vice president—administration of the division at Granite City.

**James A. Van Sant** has been appointed executive vice president, **Flex-O-Lite** Division, GSI, St. Louis. Mr. Van Sant, who has been vice president-public relations of GSI, will remain a corporate vice president of GSI with continuing duties relating to transportation matters.

**W. T. Kelly, Jr.,** became chairman and chief executive officer, and **T. W. Russell, Jr.,** was elected president, of **Abex Corp.,** New York, after Abex was merged with **Illinois Central Industries** (RA, Feb. 17, p. 36). **Robert N. Post** has been appointed eastern regional sales manager, Philadelphia, and **Emrick Pohling** named manager, sales administration, Mahwah, N.J., for trackwork, Railroad Products Group of Abex. **David D. Webster** has been appointed a sales representative, Railroad Products Group, at St. Paul, Minn. Mr. Post was formerly Abex product manager for railroad trackwork; Mr. Pohling was a district sales manager for Abex in St. Paul.


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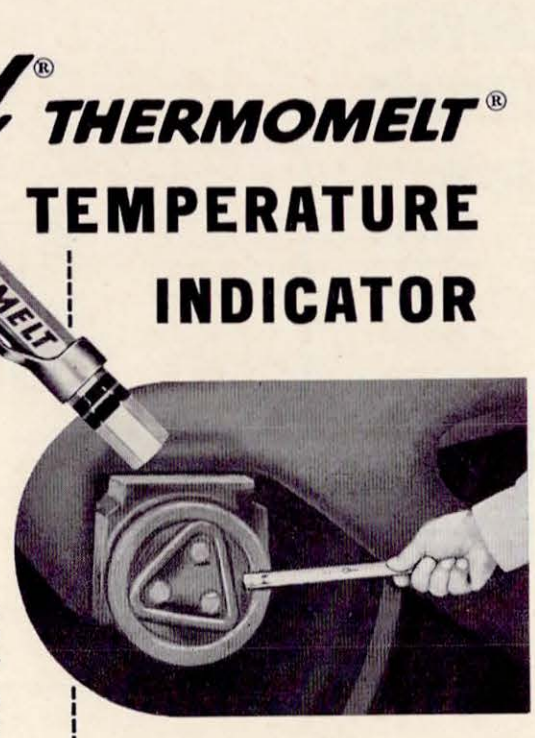


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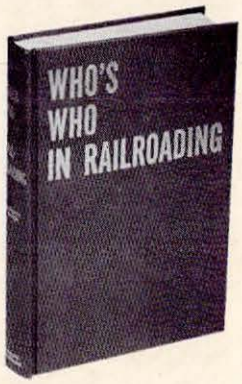


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# VIEWPOINT

## At last, Washington comes alive —a little

"Do something," Republicans and Democrats alike have been prodding President Nixon, whose first 80 days in office gave little indication of the direction his Administration would take on substantive domestic matters.

"Say something," railroad men, in particular, have been urging Transportation Secretary John A. Volpe, who has been loquacious on the subject of highways but little else.

Last week Mr. Nixon did something. He sketched for Congress the broad outlines of a domestic program that will go to Capitol Hill in the days immediately ahead.

And Mr. Volpe said something. He said quite a lot, in fact—in the form of a 30-minute taped interview with the publisher and the editor of this magazine (p. 14).

What Mr. Nixon and Mr. Volpe said—as well as what they didn't say—will be carefully pondered and weighed by transportation men.

●

Of particular interest, in the Nixon program, is the decision to ask Congress without delay for "a far-reaching new program for development of our airways and airports and our mass transit systems." What the President reportedly has in mind is two new trust funds. Details of the Administration's proposal for mass transit funding won't be known for another week or so; what is important is that this has now been marked "urgent" by the President. Secretary Volpe indicated earlier that he would not be ready to present a comprehensive mass-transit program to Congress for another year. Maybe he won't. These things take time. But there is at least hope now that when such a program is ready, the funding will be there.

What President Nixon didn't say, in his message to Congress, may turn out to be of far-reaching importance to railroad modernization. The President's 10 recommendations include two on taxes—but he made no reference to any possible tampering with the 7% investment tax credit, despite strong and growing pressures within Congress for suspension of the credit. Any such suspension would have the most grievous effects on such industries as our own which are short on cash flow and long on depreciation cycles. That Mr. Nixon and his advisors have not been stampeded into making the mistake that President Johnson made three years ago, when he asked Congress to suspend the tax credit only to have to rush back within three months to plea for its reinstatement, is a cause for satisfaction. Perhaps we can, after all, learn from our mistakes.

●

Secretary Volpe is an articulate, straightforward man who speaks well for himself; and that is precisely what we are honored to let him do in this issue of Railway Age. The Secretary is clearly making an effort to grasp the problems of railroads; and if he seems to overplay the passenger theme, sometimes at the expense of the freight side—well, who doesn't? It simply means that the railroads have a great task of p.r. ahead, at the highest levels. Secretary Volpe says his Department is ready to listen to railroads, and to work together with them. It's now up to railroad men to take him up on his offer.

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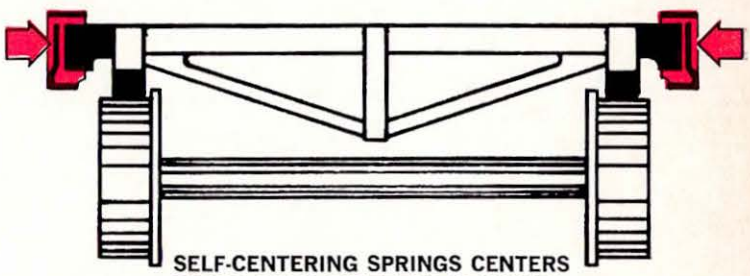

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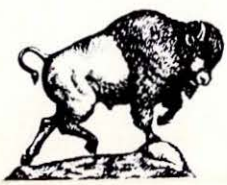

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